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KOWLOON.Tug-boats, Barges, Fast Launches, River Steamers,  
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Constructional Work and Repairs of All kinds.

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THE RIGHT GOODS AT THE RIGHT PRICES.



Plain White Cotton Pyjamas  
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Knickers. Ideal for Sum-  
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Plain Cream Cotton Taffeta  
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New Shirts and Soft Collars.

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WHITEAWAY, LAIDLAW &amp; CO., LTD., HONGKONG.

### COMPANY MEETINGS.

INDO-CHINA STEAM NAVIGATION  
CO., LTD.A DOLEFUL YEAR: DEPRESSION,  
COMPETITION, STRIKES.

The forty-first ordinary general meet-  
ing of shareholders of the Indo-China  
Steam Navigation Co., Ltd., was held at  
Messrs. Jardine, Matheson & Co.'s Board  
room, yesterday, at noon. Mr. D. G. M.  
Bernard (Chairman) presided, and there  
were also present: the Hon. Sir Paul  
Chater, Sir Robert Ho Tung, the Hon.  
Mr. A. O. Lang, and Mr. H. P. White  
(Directors); Mr. W. F. L. Shenton (Soli-  
citor); the Hon. Mr. A. R. Lowe, Messrs.  
R. Sutherland, E. F. Aucott, E. Abraham,  
H. Birkett, E. B. C. Hornell, G. M. Shaw,  
P. Tod, C. C. Boyd, N. L. H. Raiton,  
Ho Fook, Ho Kwong, Ho Kit, Lo, Man  
Hin, Ho Shai Kit, Lo Cheung Shiu and  
Ho Leung (shareholders).

Mr. R. SUTHERLAND read the notice con-  
vening the meeting.

### THE CHAIRMAN'S SPEECH.

The CHAIRMAN said:—Gentlemen,—From  
the accounts it will be seen that whilst  
the actual running of the fleet has shown  
unfavourable results, we are enabled,  
thanks to our conservative policy during  
recent years, to make a satisfactory re-  
turn to shareholders.

When I had the pleasure of addressing  
you, last June, the prospects for the year  
now under review were commented upon.  
In some quarters, the views then expres-  
sed might have been thought to be unneo-  
essarily gloomy, but experience has proved  
that the year 1921 will long be remem-  
bered as one of unprecedented world-wide  
shipping depression. The general condi-  
tions of shipping trade in the Far East  
did not reach the low ebb in evidence in  
home waters; and, owing to the fact that  
a portion of our carrying trade is of what  
may be called a domestic nature and only  
indirectly affected by outside influences,  
we are able to present a balance sheet  
which, taking everything into considera-  
tion, I hope, may be regarded as satis-  
factory.

### EFFECTS UPON TRADE OF THE SITUATION IN CHINA.

From time to time, during recent years,  
our revenue has been seriously impaired  
by the effects of hostilities connected with  
the unfortunate complex conditions of  
Chinese politics. During the last half of  
1921 the state of affairs existing on the  
Yangtze between Hankow and Ichang  
was almost incomprehensible, inasmuch  
as steamers under all flags were, for a cer-  
tain period, frequently fired upon by  
Chinese troops on both sides of the river.  
As can well be imagined, transport under  
such disturbing conditions was almost  
impossible, and a considerable period  
elapsed before business resumed a normal  
state. Unfortunately, this long spell of  
inactivity seriously affected our earnings;  
not only on the Middle Yangtze but also  
on the Lower river and Coast lines, which  
suffered by reduced shipments of through  
cargo. You will realise that so long as  
the present chaotic state of affairs exists  
in China, the business of the Company,  
so far as the China carrying trade is con-  
cerned, is bound to be affected by the  
general feeling of insecurity and uncer-  
tainty. It is worthy of note, however,  
that the long suffering native shippers,  
notwithstanding the disabilities they have  
had and still have to contend with, show  
a noteworthy spirit of enterprise during  
troublesome times, and it is to be hoped  
that they may soon enjoy an undisturbed  
period of commercial activity, to the  
benefit of both their own and foreign  
interests.

### COMPETITION ON THE CALCUTTA LINE.

Severe competition was still in evidence  
on the Calcutta line, and the Shanghai-  
Canton line, and this was greatly re-  
sponsible for poor returns. Our competi-  
tion with regular supporters was well  
maintained and you will, I trust, agree  
that we have followed the correct policy  
in placing our old and regular clients  
on the same favourable basis as new  
comers in the trade who may endeavour  
to take advantage of the unnecessarily  
low rates offered by subsidised lines of  
other nationality. The continued unrest  
in India, and commercial depression in  
the Straits and Japan are well known to  
you; this is naturally reflected in our  
income from the ports affected. We have  
now the advantage of two large and  
economical carriers, in the *Kutung* and  
*Hobang*, which are specially adapted for  
Eastern trades and should prove valuable  
acquisitions to the Company.

### THE RECENT LABOUR TROUBLE.

It was at one time hoped that, as soon  
as the war was over, our running expenses  
and overhead charges would be materially  
reduced. I regret to say, however, that  
this has not been the case. We find that  
the burden borne by the Company in this  
connection has been very little, if at all,  
lightened, although there has been a sub-  
stantial saving in the price of bunker coal.  
Recent Chinese labour troubles entailing  
a substantial increase in wages have also  
resulted in placing an additional and  
unexpected tax upon the Company.

### THE SHIPPING PROGRAMME.

Turning to the Company's building pro-  
gramme, our new Calcutta steamers, *Kut-  
ung* and *Hobang*, 7,800 tons and 8,700  
tons deadweight, respectively, (already  
referred to), took up their running on  
the Calcutta line this month. The latter  
steamer was purchased, when partially  
built, from the North of Ireland Ship-  
building Company; she was finished to  
approximately the same specification as  
the *Kutung*, and her very moderate pur-  
chase price allows of a satisfactory  
average value per ton, for our two latest  
additions to the Calcutta line. The two  
Coasters built at home, viz., the *Panang*  
and *Tingany*, have recently arrived and  
have been found in every way suitable  
for the service for which they were  
designed.

Our new Lower Yangtze steamer,  
*Kunguo*, left for Shanghai to take up her  
River employment last February and has  
proved a credit to her builders, the Hong-  
kong and Whampoa Dock Company. I  
may say she represents the last word in  
utility and comfort on the Yangtze.

### THE YANGTZE FLEET.

We still have under construction firstly,  
the *Fuhoo*, the Ichang-Chungking steamer  
referred to at our last annual meeting.  
This vessel was built by Messrs. Yarrow  
& Company, at home, and brought out in  
sections by the new Coaster *Panang*. At  
present the *Fuhoo* is being assembled at  
Shanghai and should be ready, very  
shortly, to take her place on the Chung-  
king run. Secondly, the *Pinguo*, a  
specially designed cargo carrier, has been  
contracted for with the New Engineering  
& Shipbuilding Works, Ltd., at Shang-  
hai, and will shortly be available for ser-  
vice on the lower and/or middle Yangtze,  
where the continual expansion of trade is  
engaging our earnest attention. The  
peculiarities of the Yangtze river with  
its widely changing conditions during  
summer and winter seasons, when extreme  
ranges in depth of navigable water are  
experienced, call for the utmost care and  
forethought in the design of vessels to be  
employed. In order to cope with the in-  
creasing volume of cargo available in the  
middle Yangtze districts during the low  
water season, tugs and lighters have had  
to be acquired to act as feeders to  
steamers of the main lines and it is pos-  
sible a further expansion of this means of  
transport may soon become necessary.

### REPLACEMENT OF LOSSES: NOT EXTENSION.

From the foregoing it must not be  
thought that the Company is engaged in  
an extensive building programme. The  
sea-going tonnage referred to represents,  
in a large measure, replacement of losses  
and sales during recent years; the  
vessels in question being *s.s. Kutung*,  
torpedoed in the Mediterranean; *s.s. Onang*,  
foundered on the way home  
with food stuffs; *s.s. Panang*, a total  
loss off "Hainan"; *s.s. Suimay* and  
*s.s. Munmying* sold. We have still before  
us the necessity of replacing, with modern  
carriers, some of the older steamers of the  
fleet now running in regular services,  
while arrangements have been made to re-  
build on improved lines several coasters,  
the hulls and general condition of which  
well justify the outlay.

### THE ACCOUNTS.

Turning to the report and statement of  
accounts, you will observe that owing to  
steamers acquired, the value of the fleet  
has increased by £1,101,227 2s. 4d. There  
have been a few more payments in 1922,  
on account of new tonnage, which will  
appear in the accounts for that year.  
Investments have been shown at the  
market rate on December 31st last. The  
decrease in the amount standing at the  
credit of the Investment Account is due  
to the realization of certain securities to  
meet payments on account of new  
steamers which have been built or ac-  
quired during the year under review. The  
same remarks apply to the Deposit  
Account.

Turning to the liability side of the  
balance sheet, you will notice that  
special repairs and renewals account has  
been reduced by £10,695 13s. 4d. which  
is due to extraordinary expenditure over  
and above the ordinary running repairs  
of the fleet. Exchange fluctuation reserve  
account has been depleted owing to the  
dollar assets and liabilities having been  
taken into account at a rate 2s. 7d. as  
against 2s. 11d. These were the rates of  
exchange on the 31st December in 1921  
and 1920 respectively.

Floating staff pension fund has been  
slightly increased by the amount of in-  
terest added during 1921, less the amount  
paid for pensions. A scheme is still under  
consideration to place this fund on a  
satisfactory and permanent basis. Build-  
ing reserve fund has been used to write  
down the cost of the new steamers, thus  
bringing them more into line with market  
prices now ruling. The underwriting  
account you will note is increased by  
£17,789 3s. 1d. due to premium on fleet  
being credited, while, fortunately, the  
expense of accidents falling to this  
account have been below the average.  
Contingency account has been reduced  
by £10,915, being amount paid on  
account of Corporations Profits Tax. An  
Investment Fluctuation Account has  
been opened and to this has been credited  
the increase in value of investments  
which were still held at the end of the  
year.

### PROSPECTS FOR THE YEAR.

With regard to the prospects for this  
year there is very little I can tell you;  
at the present time there are indications  
of revival, but the reasons for want of  
confidence amongst native shippers, pre-  
valent last year, still exist. It is also  
hardly necessary for me to remind you  
that during the first few months of this  
year our organisation in the South was  
at a standstill owing to the Chinese  
Seamen's Strike, which lasted from  
January 15th till March 8th. There is a  
possibility of readjustments of tariffs on  
some of our lines, now operating at com-  
petitive rates; and if this is effected, a sub-  
stantial increase of earnings should re-  
sult.

### THANKS TO THE STAFF.

In conclusion, it is desirable to record  
our appreciation of the good work per-  
formed by the Company's floating staff  
and employees in shore appointments dur-  
ing the past year. Particular mention  
must be made of the valuable services  
rendered by our employees during the  
strike. Their co-operation and willing  
assistance in meeting the many and ever-  
changing difficulties confronting us,  
enabled arrangements to be made which  
greatly helped to minimise the serious  
financial loss occasioned by the unfortu-  
nate hold-up.

### THE RESOLUTION.

The Report and Statement of Accounts,  
now in your hands, explain our recom-  
mendations with regard to transfers in  
accounts, and dividend proposed in  
respect of last year's working. I, there-  
fore, propose the following resolution:

That the Report and Statement of  
Accounts, as presented be adopted and  
that £25,000 be transferred from  
Equalization of Dividend Account to  
Revenue Account; that payment of a  
dividend of 6s. on the Preferred  
Ordinary shares and £1 10s. on the  
Deferred Ordinary shares be made, and  
that the sum of £3,038 3s. be carried  
forward to next year. The dividend on  
shares on the Hongkong register to be  
paid at the rate of exchange 2s. 6½d.  
Mr. H. BIRKETT seconded the resolu-  
tion which was carried unanimously.

### TRANSACTION OF OTHER BUSINESS.

Mr. LO CHEUNG SHUI proposed the re-  
election of the Hon. Mr. A. O. Lang as  
a director of the Company.

Mr. E. B. C. HORNELL seconded and  
this was agreed to.

Mr. HO FOOK proposed, and Mr. P.  
Tod seconded, that the Hon. Mr. A. R.  
Lowe and Mr. E. A. M. Williams be re-  
elected auditors at a remuneration of  
£5,000.

This was approved and the proceedings  
terminated.

### "STAR" FERRY COMPANY, LTD.

The twenty-fourth annual meeting of  
this Company was held yesterday morn-  
ing at Messrs. Jardine, Matheson & Co.'s  
Board room. Mr. D. G. M. Bernard  
(Chairman), presided and there were also  
present: the Hon. Sir C. P. Chater and  
the Hon. Mr. A. O. Lang (Directors); Mr.  
F. H. Crapnell (acting secretary); Mr.  
Messrs. M. S. Northcote, J. Hooper, Ho  
Leung and R. Dastur (shareholders).

The CHAIRMAN said:—Gentlemen,—In-  
creased passenger traffic has resulted in  
an increase of \$20,630.26 in the net earn-  
ings of the Ferries, and I think you will  
agree that this is very satisfactory. At the  
request of the auditor, depreciation of  
the Lee House Street Pier and the boats  
has been written off through profit and  
loss account, instead of being dealt with  
at the annual meeting, as has been the  
practice hitherto.

An application from the crews for an  
increase in wages was received at the end  
of February, and an increase was granted  
as from 1st of that month, and I am glad  
to say the men stood loyally by the Com-  
pany during the general strike. I regret,  
however, they went on strike in conjunc-  
tion with the Launchmen on the 19th inst.

Since then an improvised service has been  
maintained with the kind assistance of  
Naval ratings. I trust users of the Ferry  
who have suffered inconvenience through  
the irregularity of the service will realise  
that everything possible is being done to  
organize a regular service.

The balance at credit of profit and loss  
account to be dealt with at this meeting  
is \$154,619.41. It is proposed to pay a  
dividend of \$2 per share and a bonus of  
\$1 per share, and to carry forward the  
balance, viz., \$34,619.41.

I beg to propose that the report and  
accounts as presented be adopted (and  
passed, including the payment of a divi-  
dend of \$2 per share and a bonus of \$1  
per share, and that the sum of \$34,619.41  
be carried forward to a new account.

Mr. M. S. Northcote seconded and this  
was carried unanimously.

The re-election of the Hon. Mr. A. O.  
Lang as a director was agreed to, on the  
motion of Mr. HO LEUNG, seconded by  
Mr. R. DASTUR and, on the motion of Mr.  
M. S. Northcote, seconded by Mr. J.  
Hooper, Mr. C. Bernard Brown was re-  
elected auditor at a remuneration of \$300  
per annum.

### WHAT IS EYESTRAIN?

The eye has certain tiny muscles.  
When objects we look at do not come  
up to a sharp focus in the eye, these  
muscles exert themselves unduly and  
enable us to see clearly in spite of the  
defect. These muscles tire and relax  
causing the objects looked at to become  
blurred and indistinct. Upon closing the  
eyes for a few seconds the muscles be-  
come more or less rested and objects  
are clear again for a brief period.  
Properly fitted glasses correct eye-strain,  
whether caused by astigmatism or age.  
The Hongkong Optical Co., successors to  
Clark & Co., Manufacturing and Refrac-  
ting Opticians, 53, Queen's Road, Central,  
have the equipment to fit you glasses  
properly.—Advz.

### PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for:  
Boxes A, L, JWB, WX, QW, RF, RG,  
RH, RL, RX, RW, RU.

**WANTED TO PURCHASE**—Hotel or  
Boarding House, Good Price paid for  
Genuine Concern showing Good Profit, strictly  
Confidential. Apply Box S.B., c/o Daily Press  
Office.

**TO LET**—One or Two Large Furnished  
Bedrooms with almost exclusive use of  
Dining room, Piano, Telephone, Hongkong  
Mid level. Apply Box S.O., c/o Daily Press  
Office.

**TO LET**—Nicely Furnished Flat in Con-  
duit Road, three rooms, spare room,  
bath room. Vacant June 1st. Apply Box S.D.,  
c/o Daily Press Office.

**FOR SALE**—Dodge Automobile, 1921  
model in excellent condition, five seater,  
4 cylinders. Can be seen any time between 10  
o'clock and four at East Point Garage. Ex-  
perienced chauffeur could remain with car.  
Price \$2,000, reason for selling, owner leaving  
the Colony. Apply Box S.E., c/o Daily Press  
Office.

**FOUND**—A brown leather Wallet contain-  
ing English Bank notes at Arsenal  
Street Pier on the 30th April last. Any claim  
should be made to the Deputy Superin-  
tendent of Police at Police Headquarters.

**LOST**—A Lady's Gold Wrist Watch, pro-  
bably between the Central Police Station  
and the Public Wharf, Tsimshutsui, on  
Saturday, 20th May. The finder will be  
rewarded on application to P. P. J.  
Wodhouse, Esq., C.I.E., Police Headquarters.

**TO LET**—OFFICES, top floor, Price's  
Buildings—Apply HARRY WICKING & Co.

**TO LET**—at Magazine Gap, THE PEAK,  
immediate occupation, FULLY FUR-  
NISHED Six Roomed BUNGALOW with  
large Garden, Tennis Court, etc. On Motor  
Road. Apply to Messrs. BRADLEY & Co., Ltd.

**TO LET**—One new big OFFICE ROOM  
in the Hongkong & Shanghai Banking  
Corporation new premises. Apply SANG  
LEK, c/o Comptroller Department, Hongkong  
& Shanghai Bank.

### TO LET.

From 1st July, 1923 or Earlier if Required.

**SUITE of 5 OFFICES, 2nd FLOOR of**  
15, 17, 18 & 19, Connaught Road  
Central, Verandahs to each room, FACING  
HARBOUR, LIFT from the Ground Floor.  
Apply Box 750 c/o Daily Press Office. [750]

### FOR SALE.

**LAND**, approximately 7,000 square feet on  
waterfront at Swatow with modern 2  
storey brick and concrete building suitable for  
office and godown.  
Further details apply.  
485] W. G. HUMPHREYS & Co.

### FOR SALE.

ABSOLUTELY NEW

- Two 80 BHP. Single Cylinder Bolinder  
Oil Engines, Bore 320 per inch.
- Two 50 BHP. Two cylinder Bolinder  
Oil Engines direct connected to 25 KW.  
115 Volt direct current (compound  
wound) dynamo complete with back of  
board field rheostat for each machine.
- Two oil fuel tanks capacity of each 20  
tons.

Apply to Bolinders,  
c/o Daily Press Office

340]

### BON TON, LIMITED

(IN LIQUIDATION).

### CHEAP SALE.

**COMMENCING FROM WEDNESDAY, the**  
24th May, 1923, and for Ten Days there-  
after, all FINE GOODS, MILLINERY,  
LINGERIE, &c., &c., contained in the premises  
of the above firm, 37, Queen's Road Central,  
Hongkong, will be sold subject to a cash dis-  
count of 25 per cent. to clear.

A. R. LOWE,  
Special Manager.  
Hongkong, 22nd May, 1923. [1047]

### DAIRY FARM NEWS

#### FISH

Direct from the Scottish Fisheries  
FILLERS, HADDOCKS, KIPPERES.

#### BUTTER

Different grades to suit different tastes.

"DAIRY" BUTTER

"DAIRYMAID"

"SHAMROCK"

**THE DAIRY FARM, ICE & COLD  
STORAGE CO., LTD.**

### A. G. DA ROCHA

AUCTIONEER, SURVEYOR AND  
GENERAL BROKER

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#### WEEKLY AUCTIONS.

**TUESDAYS:—**

MISCELLANEOUS GOODS

**THURSDAYS:—**

VALUABLE

HOUSEHOLD FURNITURE

**SATURDAYS:—**

EAGLETON

HOUSEHOLD FURNITURE



## CRIMINAL SESSIONS.

(BEFORE THE ACTING PRINCIPAL JUDGE.  
(MR. J. R. WOOD).)

## THE ABSENT JURYMAN.

Mr. A. W. da Rosa, who was not present on the previous day when called upon to act on the jury, attended and explained to the Judge that he mistook the time; he thought he was warned, for the afternoon, and he attended in the afternoon and explained that to the Registrar. The Judge accepted the explanation. Mr. da Rosa's name was again submitted to the fortune of the ballot and in the afternoon he was picked a second time for juryman.

## IMPORTANT COUNTERFEIT COIN CASE.

The Law's delays were illustrated in the first case before the Court. Five men, all of whom had resorted to the annoying habit of using *altines* (so that the recital of their names was a complicated business), were indicted on many counts in connection with possession of over a thousand counterfeit coins. First, the Clerk of the Court read the catalogue of crime in English; then the interpreter related it in Chinese. The men's replies amounted to a plea of "not guilty," so a jury had to be sworn. This was done individually and not collectively, after the prisoners had been informed, in English and Chinese, of their privilege of objection.

Then the jury, who had already heard the charges from their places at the back of the Court, had to hear them again in their official capacity. All this took nearly half-an-hour and at the end of it no one was very much wiser than before. The Attorney-General acknowledged this in his opening.

## CONFUSING AND DEFTENING.

"The relation of the various counts of the indictment," he remarked to the gentlemen of the jury, "has been rather confusing, and even deftening, and I do not suppose you have a very clear idea of what they charge, the prisoners with, so I will try to explain."

On the first count, the Attorney-General said, all five prisoners were charged with being in possession of a quantity of counterfeit coin. On the second count, certain of the coins were definitely associated with the first prisoner; other counts associated some of the coins with other prisoners; the second prisoner was also charged with importing the coin.

As to the main charge of possession, against the five men, the Attorney-General explained that Inspector Appleton and other police officers found six men on an upper floor of premises in which a large quantity of counterfeit coin was rather curiously distributed—in baskets, in packets on the floor, and in one man's sock. A table was laid for a meal for six, and that suggested that all the men used the premises and were equally concerned. Nothing was found on the fourth and fifth prisoners so, unless the jury were prepared to say they were satisfied all the men had guilty knowledge, he thought they would have to let off these two men.

## WOULD NOT DECEIVE THE BLIND.

The Attorney-General quoted a curious statement by the first prisoner, who said that when a friend brought him the counterfeit coins, his opinion was, "In Hong-kong, when the blind would not accept such coins, so soon as you take one in your hand you can tell it is bad. They are light and weigh only 1.1 mace, whereas a good one weighs 1.4 mace." ("He seems to know a lot about it," interpolated the Attorney-General.) You had better take them back to Kongmoon.

"He is not above passing bad coin," commented Mr. Kemp, "but he did not intend to pass them; they were not good enough." The Attorney-General also mentioned an attempt by the second defendant to get rid of an incriminating letter of instructions.

The jury found three of the prisoners guilty. Two were sentenced to five years imprisonment and one to 18 months. The fourth and fifth were discharged.

The members of the jury were Messrs. F. Lammert (foreman), W. R. Wilkinson, A. A. Alves, Wong Sheung-chau, V. Haverkamp, H. J. M. de Figueiredo and H. G. Earles.

## THE SIMPLE ANNALS OF THE POOR.

Amongst the Chinese, poverty is no protection against burglary. A farmer who lives in a wretched mud-brick house near No. 8 Railway bridge, Yau-mai, with his aunt, his great-aunt and three children, was reading a book, one night last month, when in came six men who said they had come to search for opium. It was soon clear that the men were not revenue officers, as they pretended, for they made great play with a revolver, which the regular force would hardly do, against one man, one aunt, one great-aunt and three children. A dagger was also brandished. Moreover, the visitors, in looking through the clothing, put all the best on one side, notably two pairs of the great-aunt's trousers. They also took the household clock.

It so happened that the police had an ambush that night, not far from the mud-brick house. Crime has been so prevalent in Yau-mai, lately, that one method adopted of trying to check it is to stop and search all people out late at night. One of these robbers, carrying the clock, walked straight into the ambush. Another man who passed at about the same time, but on whom nothing incriminating was found, was allowed to go.

(Continued at foot of next column.)

## THE LAUNCHMEN'S STRIKE.

DELEGATES ARRIVE BUT NO MEETING YESTERDAY.

There was no apparent change in the strike situation yesterday, though with the arrival of the five delegates from Canton important developments may be expected at any time.

The following letter was received by the Secretary for Chinese Affairs yesterday afternoon:—

To the Hon. S.C.A.

Sir,—The members of our Society have elected 5 Delegates who have all been given full power. These Delegates have come to the Colony from Canton, and are waiting in the Society. We do not know if the Chinese and European Owners of Launches have all come to your office to attend the meeting. If they have, we beg respectfully that you will telephone to our Society, and our delegates will come to your office at once to discuss the matter.

CHINESE COXSWAINS' AND ENGINEERS' ASSOCIATION.

Dated 23rd May, 1922.

No delegates attended. A verification in person of their powers being a necessary preliminary to any further conference, a verbal message to this effect was returned by the messenger.

## THE TOWAGE SERVICE.

Mr. S. T. Williamson, who is busily engaged in organising a fleet of towage launches informed a representative of the *Daily Press* last evening that the Launch Requirements Committee's scheme was proving quite a success. He was not in a position to give figures of the day's workings just then, but there had been a big increase in the number of launches working on the harbour that day and that all calls for towage work had been met. Officers and Engineers were volunteering for launch service work in a most satisfactory manner and the Committee hoped to have more launches running to-day.

## A STOKING PROBLEM.

The important part that the stoker plays in running the Star ferries is not generally recognised, but we are told that the unsatisfactory running of the ferries at the present time is most probably to be explained by difficulties of stoking. In these days of oil fuel, Naval men are unfamiliar with coal stoking, and it must take some little time for Naval ratings to adapt themselves to these new conditions and for the navigators to gauge the power at their command.

## SIR PAUL CHATER'S MEMENTO OF THE PRINCE'S VISIT.

## THE GIFT COMPLETED.

The Hon. Sir Paul Chater has paid over the sum of \$3,000 for the purpose of furnishing a club for Ex-Active Service men in the Colony, and the trust deed in regard to Sir Paul's gift of \$50,000, has been duly signed and deposited with the solicitors. The interest on this sum of \$50,000 is to be divided yearly between the Ex-Active Servicemen's Association and the British Legion.

## UNPOPULAR BILLS OF LADING RULES.

A London message of April 27th appearing in the Press of India says:—Since the date fixed for the commencement of the "universal and exclusive" use of the Hague rules for bills of lading, they have been used optionally, but no attempt has been made to force them upon shippers. The latter now are apparently preparing a counter-offensive, for certain associations, which have already been prominent in opposition to the rules, are passing resolutions making shipments under the Hague rules bad tapers against contracts.

No sooner had the man with the clock been brought to the Police Station than in came the great-aunt (an active, intelligent, old dame), and her grand nephew—the farmer—to report the robbery. They at once burst out with, "That is our clock, and that is one of the robbers."

## ENDING THE ACCOMPLICES.

The prisoner helped the police to find his accomplices, and an interesting point was that one man he put them in touch with was the man who had been detained and released just after the robbery and near the place. This man was later picked out from a crowd by the farmer as one of the men concerned. Another man discovered with the help of the prisoner was identified by the woman as the man who threatened them with a revolver.

The jury decided that evidence against the first of these two men was not sufficient to convict but they found No. 1 and No. 3 guilty.

The Judge sentenced them each to five years imprisonment with hard labour and ordered them to receive 12 strokes of the cat.

It was mentioned, in the course of the case, that the calls at Yau-mai Police Station are so placed that it was possible for the public to see prisoners awaiting trial. As this might affect *bona fide* identification, the jury expressed the opinion that this state of things should not exist.

The Judge entirely agreed.

The members of the jury were: Messrs. W. A. Hannibal (foreman), B. D. G. Morgan, J. Angus, Wong Sheung-chau, Joseph Fraser, J. V. Haverkamp and A. W. da Rosa.

## LANGUAGE THAT SHOCKED A POLICE INSPECTOR.

AN ENGLISH SEAMAN AT THE MAGISTRACY.

SWEARS AT THE MAGISTRATE.

There were some exciting moments at the Magistracy yesterday morning, during the hearing of a case, in which an English sailor, of London, named Herbert Harle, was charged with behaving in a disorderly manner at the Mercantile Marine Office of the Sailors' Home, and with assaulting and obstructing the police, in the execution of their duty.

The defendant had a grievance against the Superintendent of the Sailors' Home, Capt. Frank Bayliss, and at times flared up into an almost uncontrollable rage. He swore in an underbreath at the Chinese Court Constable, because he asked him to keep quiet. The constable thought discretion the better part of valour and crept quietly round the corner of the Dock out of his way. He swore aloud to the Magistrate, spoke fiercely against Capt. Bayliss and towards the end of the case said that he was really sorry that he was an Englishman.

The man, who is of fine physique, was formerly a sailor on the s.s. *Lord Sefton*, which sailed out of port for home some time ago, leaving him behind an inmate of the Government Civil Hospital, suffering from a disease invited by his own foolish actions. On discharge from hospital he was handed over to the care of Capt. Bayliss, who in the capacity of Deputy Shipping Master of the port, has authority under Section 41 of the Ordinance of 1906 to take care of stranded seamen. Harle objected to the authority used by Capt. Bayliss, and on Monday, the matter came to a head, whilst the man was under the influence of drink. On the previous Saturday he refused to take a passage home on a Blue Funnel steamer, and when Capt. Bayliss offered to pay him the balance of wages due to him, on the condition that he left the home, the man refused to accept the money and to leave. He then behaved in a disorderly manner and assaulted Police Sergeant Dickson who arrested him.

The defendant pleaded not guilty to both charges and lounged against the dock rails with his hands buried deep in his pockets. For this he was rebuked and told to stand up straight.

Capt. Bayliss in his evidence said that he informed the defendant that, as he refused a passage, he would have to turn him out of the home and defendant became so insulting and abusive in his language that the witness said:—"I was compelled to attempt to turn him out. He turned on me and pushed me back against the desk and would probably have assaulted me, if Capt. Lewis had not come to my aid." At that time the defendant was under the influence of drink. Police aid was sought and Sergeant Dickson, who was living on the premises, was called to arrest him. At the foot of the stairs the defendant met the Sergeant and struck him on the jaw. Capt. Bayliss held the man's hands whilst the Sergeant clung to his neck. A Chinese boy was sent for further police assistance and the man was finally removed to No. 7 Police Station.

Asked if he had any questions to put, the defendant put to the witness a question relating to a visit to the Harbour Master, defendant complained that he was left in the Harbour Office for over two hours while Capt. Bayliss "beat it" and left him there without getting anything done.

Then turning to the Magistrate the defendant said: The only trouble is that he was going to take me there for the last three weeks. I wished particularly to see the Harbour Master. For three days I was kept waiting without seeing him. I want my rights, and I am going to have them.

A minute later the defendant said that Capt. Bayliss had given him \$30 out of his pay and out of this he had to buy new clothes and pay bills. "To buy a packet of cigarettes, I had to pawn some of my clothes. Then if I wanted a sampan to go to a boat I had to pay as high as 50 cents. If I had been an officer I might have been able to get one for 20 cents." The defendant finished up by saying: "I have been 25 years at sea and I have a good record" and he waved a small book.

Capt. Bayliss informed the Magistrate that he took charge of the man's money as he would have to pay so much towards his passage home, and if he let him have the whole of the wages left for him by the Captain, he would have had no money left for the passage.

The defendant: It is impossible for me to pay the passage; you cannot expect a stranded seaman to pay his passage home.

Capt. Bayliss said that out of \$104 there was not a great deal left, and according to the regulations, the man had to pay 4s. 6d. per day for the passage home. Assistance would also be granted, according to the nature of the case, out of the Fund for distressed sailors.

The defendant: I have got a passage due to me under the Mercantile Marine Act of 1906. I am not supposed to be left behind like this. According to my book (and here he waved his little black book defiantly) I am entitled to a passage home.

The Magistrate: Can you show it to me?

The defendant said: "Certainly, Sir," and ran his finger down the pages of the book. After a few minutes had been spent in looking for the beneficial clause Harle had to confess that he could not find it. "It is not in this book," he said, "but it was in the old one. I can remember it."

The Magistrate then looked up the Act referred to and after a brief study announced: As this illness is the result of your own fault you are not entitled to a free passage home.

The defendant then waxed angry and reiterated the statement that he was entitled to a passage home.

The Magistrate asked him to keep quiet. He refused and swore aloud saying, "G—d—d—d; a man must have a show."

The Magistrate: I will not have you swearing in the Court; if you don't keep quiet I won't listen to you any more.

The defendant: This man (pointing to Capt. Bayliss) said I was insane. Was I drunk?

Capt. Bayliss: You were drunk. The defendant continued to argue, and the Magistrate had to again warn him to behave himself.

The defendant (aloud): I know these "John Bullies"; they have not the guts to treat with me fairly.

The Magistrate: Please keep quiet. Sergt. Dickson gave evidence of the assault on himself.

The defendant retorted that the Sergeant when he came down stairs never said a word, but his him on the jaw, and he returned the blow, "as was only natural for any Briton to do."

The Magistrate told the defendant that if he wanted to see the Harbour Master about any grievance he would only be too pleased to remand the case and arrange for this to be done.

The defendant: I don't want to be in Police custody; I want to be free. I would rather have it out now.

He then volunteered to give evidence and said that at 2.30 p.m. on Monday a Chinaman told him that he was wanted by Capt. Bayliss. He went to the Shipping Office and Capt. Bayliss said to him: "See here, take your money, forfeit your passage, and sign this." I refused to sign and Capt. Bayliss gave me a push and I got into the "Coop." Here the defendant defied the prosecutors saying, "Not one of you has got the guts to put a bullet through me."

Asked to continue his story the defendant said: I stood up to him, and that was natural. I was not drunk; I was angry. I had no drink all day yesterday. The Magistrate examined the man's record and remarked to Capt. Bayliss that it appeared to be a very good record. Before leaving the witness-box, Harle said: They are all down on me. Inspector Kent said that when defendant was brought to the No. 7 Police Station he was under the influence of drink. His language was "something awful." "I don't think any man in his senses would have used such language. I had to come down from my quarters and speak to him. I did not think any Englishman could use such language."

The defendant: I am really very sorry that I am an Englishman. For being drunk and disorderly a fine of \$10 with the option of seven days imprisonment was ordered; for obstructing and assaulting the Police a further fine of \$25 with the option of 14 days was ordered.

The man was then led out of Court protesting all the way. Capt. Bayliss said that if he paid these "fines" out of the man's money nothing would be left for a passage home.

The Magistrate: That is the man's look-out. Capt. Bayliss said that in his capacity as Deputy Shipping Master he was in a position to keep the money back to pay his expenses; he could even refuse to pay his fine.

The Magistrate: That is your own affair. I cannot interfere.

While the defendant was waiting outside he continued to swear and said he would never pay the fines. He did not mind going in the "coop" for a little while.

There is reason to believe, states *The Times*, in its money article, that one of the first steps which Mr. Wellington Koo, the Chinese Minister to Great Britain, will take upon his arrival in Peking will be to impress upon his Government the importance of terminating the default in the payment of the interest on the Chinese 8 per cent. Treasury Bills (1924-28) for £600,000, representing an L.O.U. given to the Marconi Co., and the 8 per cent. Treasury Notes (1925-30) for £1,803,300, better known as the Chinese Vickers Loan. The Chinese Government was ready to allocate part of the surplus of the salt revenue to the service of the Vickers loan, but the international financial consortium objected. According to advice from Peking, received in a well-informed quarter in London, the Minister of Finance is fully alive to the necessity of fulfilling the financial obligations of China and is taking steps to provide the funds for the service of the two loans in question.

## LANE, CRAWFORD, LTD.

CHINA AND GLASS DEPT.

## BLUE WILLOW PATTERN BREAKFAST WARE.

We have just received a delivery of this old favourite Chinaware and are able to offer it at greatly reduced prices:—

Plates in 4 sizes	... \$4.50, \$5 & \$6.50 per dozen.
Dishes in 3 sizes	... \$1, \$1.50 & \$2.00 each.
Vegetable Dish divided	... \$5.25 "
Breakfast Cups & Saucers	... \$8.50 per dozen.
Tea Cups Saucers	... \$7.50 "
Tea Pots in 3 sizes	... \$1.75, \$2.25 & \$2.75 each.
Coffee Pots in 2 sizes	... \$2.00 & \$2.75 "
Jugs in 4 sizes	... \$ .70, \$ .80, \$ .90 & \$1.00 "
Covered Sugars	... \$1.75 "
Sugar Bowls	... \$ .60 "
Butter Dishes	... \$2.25 each.
Egg Cups	... \$3.50 per dozen.

LANE, CRAWFORD, LTD.

## CAFÉ WISEMAN

Are making Special Arrangements for

QUICK SERVICE TIFFINS

during the Strike.

EXTRA TABLES. EXTRA STAFF.

USUAL PRICES.

CAFÉ WISEMAN.

LANE, CRAWFORD, LTD.

## NEW COLUMBIA RECORDS

3569 (SONG OF INDIA TO A WILD ROSE ... Fox-Trot	3572 (LOVE DAYS LITTLE THOUGHTS... Fox-Trot
3568 (CALIFORNIA AN OLD FASHIONED GIRL ... "	3571 (IF YOU KNEW SHE'S A MEAN JOB ... "
3567 (DOO DAE BLUES LO-LA-LO ... "	3570 (VIRGINIAN BLUES DEAR OLD SOUTH LAND ... "

## ANDERSON'S

Powell

TELEPHONE 3146.

THE NEWEST—AND THE BEST—PYJAMAS PROCURABLE.

SILK AND WOOL—SPUN SILK—TAFFETA.

[New stock] just received in many attractive designs.

These goods represent the last word in quality, style and all-round value and are ideal for SUMMER WEAR.



## NEW ADVERTISEMENTS

A. S. WATSON &amp; CO., LTD.

## NOTICE

ON WEDNESDAY, the 24th instant, all Departments will be OPENED for business from 8.30 A.M. to 1 P.M. The Hongkong Dispensary, Dispensing Department will be open for dispensing prescriptions from 8 P.M. to 10 P.M.

A. S. WATSON &amp; CO., LTD.

Hongkong, 23rd May, 1922. [1052]

## NOTICE

THE Offices and Stations of the Chinese Maritime Customs for Kowloon and District will be CLOSED to Public Business on WEDNESDAY NEXT, the 24th INSTANT (Dragon Boat Festival).

C. THORNE,

Commissioner of Chinese Customs,

Kowloon and District.

York Buildings, Hongkong, 23rd May, 1922. [1053]

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 29th day of May, 1922, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR of one Lot of CROWN LAND at Quarry Bay in the Colony of Hongkong, for a term of 75 years with the option of renewal at a CROWN HENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Lot.	Regist. No.	Locality.	Boundary Measurements.	Area.	Annual Rental.	Upst. Price.
1	100/1	Quarry Bay	100/1	100/1	100/1	100/1
2	100/2	Quarry Bay	100/2	100/2	100/2	100/2
3	100/3	Quarry Bay	100/3	100/3	100/3	100/3
4	100/4	Quarry Bay	100/4	100/4	100/4	100/4
5	100/5	Quarry Bay	100/5	100/5	100/5	100/5
6	100/6	Quarry Bay	100/6	100/6	100/6	100/6
7	100/7	Quarry Bay	100/7	100/7	100/7	100/7
8	100/8	Quarry Bay	100/8	100/8	100/8	100/8
9	100/9	Quarry Bay	100/9	100/9	100/9	100/9
10	100/10	Quarry Bay	100/10	100/10	100/10	100/10

## S.S. "ANGERS"

## SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

## NOTICE

CONSIGNEES of Cargo from MARSEILLE, in connection with above Steamer, are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed, and stored at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remained unclaimed after 24th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 31st inst., or they will not be recognized. All damaged packages will be examined by Messrs. Goddard & Douglas, on Saturday, the 27th inst., at 10 A.M.

No Fire Insurance has been effected.

A. JORDAN, Acting Agent.

Hongkong, 22nd May, 1922. [1050]

## S.S. "COMMANDANT DORISE"

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE

CONSIGNEES of Cargo from LONDON, ANTWERP, HAVRE, BORDEAUX, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed, and stored at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remained unclaimed after the 27th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 30th inst., or they will not be recognized. All damaged packages will be examined by Messrs. Goddard & Douglas, on Friday, the 26th inst., at 10 A.M.

No Fire Insurance has been effected.

A. JORDAN, Acting Agent.

Hongkong, 21st May, 1922. [1051]

## NOTICE TO CONSIGNEES.

The Steamship "WRAY CASTLE."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before 24th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 10th prox., or they will not be recognized. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 30th inst.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

[154]

## NEW ADVERTISEMENTS

SHAMEN MUNICIPAL COUNCIL.

BY mutual arrangement, Mr. F. W. RICHMOND will continue in the Employment of the Shamoen Municipal Council until further notice.

CHAIRMAN.

Shamoen, 22nd May, 1922. [1048]

SHAMEN MUNICIPAL COUNCIL.

LIEUT. COL. R. M. HUNT has been appointed Secretary to the Shamoen Municipal Council from this date.

CHAIRMAN.

Shamoen, 22nd May, 1922. [1049]

PEAK TRAMWAYS CO., LTD.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hongkong, on THURSDAY, the 25th MAY, 1922, at 11 o'clock in the forenoon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1922.

THE TRAVELER BOOKS of the Company will be CLOSED from Saturday, the 26th day of May to Friday, the 26th day of May, 1922, both days inclusive.

PEAK TRAMWAYS CO., LTD.

JOHN D. HUMPHREYS &amp; SON,

General Managers.

Hongkong, 16th May, 1922. [1018]

UNION INSURANCE SOCIETY OF

CANTON, LTD.

THE Certificate No. 1162 for one Silver share, No. 34 now converted into 5 gold shares in this Society, standing in the name of HALFORD & CO. of London has been declared LOST, and if at the expiration of one month from the date hereof the above document be not forthcoming the said Certificate will be deemed cancelled and of no effect, and a certificate for the 5 gold shares will be issued in its stead by the Society.

C. MONTAGUE EDE,

General Manager.

Hongkong, 19th May, 1922. [1033]

## NOTICE

I, H. M. H. NEMAZEE, of Prince's Buildings, 1, Des Vaux Road, Hongkong, hereby give notice that in accordance with the conditions of purchase and in conformity with the names of the vessels owned by me, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act 1894, in respect of the ship "ALMIRA" of Hongkong official number 115716 of gross tonnage 438 tons register tonnage 2,884 tons hitherto owned by me, for permission to change her name to "ARMANISTAN" and to have her registered in the new name at the port of Hongkong as owned by me.

Any objection to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days of the appearance of this advertisement.

Dated at Hongkong, this Seventeenth day of May, 1922.

H. M. H. NEMAZEE.

[1034]

## NOTICE

I, H. M. H. NEMAZEE, of Prince's Buildings, 1, Des Vaux Road, Hongkong, hereby give notice that in accordance with the conditions of purchase and in conformity with the names of the vessels owned by me, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act 1894, in respect of the ship "JOHN LAMBERTSON" of Hongkong official number 9584 of gross tonnage 3,971 tons register tonnage 2,081 tons hitherto owned by me, for permission to change her name to "DASHTESTAN" and to have her registered in the new name at the port of Hongkong as owned by me.

Any objection to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days of the appearance of this advertisement.

Dated at Hongkong, this Seventeenth day of May, 1922.

H. M. H. NEMAZEE.

[1025]

## NOTICE

I, THOMAS HENRY GORDON BRAYFIELD, of Victoria in the Colony of Hongkong, HEREBY GIVE NOTICE that in consequence of the name being unsuitable it is my intention to apply to the Board of Trade, under Section 47 of the Merchant Shipping Act 1894, in respect of my ship "Quinnabeg" of Manila Official No. Foreign of gross tonnage 1,384 tons of registered tonnage 907 tons of thereabouts, heretofore owned by the United States Shipping Board, for permission to change her name to "Pong Tong" to be registered in the said new name at the port of Hongkong as owned by me.

Any objections to the proposed change of name must be sent to the Harbour Master, Hongkong, within seven days from the appearance of this notice.

Dated the 20th day of May, 1922.

(Sd.) T. H. G. BRAYFIELD.

[1048]

THE CHINESE ENGINEERING

AND MINING CO., LTD.

NOTICE TO HOLDERS OF SHARE

WARRANTS TO BEARER.

Issue of New Talons with Coupons Nos. 21 to 40 attached.

NOTICE IS HEREBY GIVEN that the Share Warrants to Bearer must now be detached and surrendered to the Tientsin Office of the KAILAN MINING ADMINISTRATION.

Applications must be made in person or through a Banker or other duly authorized Agent and limited on the proper form.

Applications through the post cannot be dealt with.

The New Talons with Coupons Nos. 21 to 40 attached, will be ready for issue in about 4 months.

(Sd.) P. C. Y. UNG,

Acting General Manager,

KAILAN MINING ADMINISTRATION.

[1036]

## INTIMATIONS

LAU CHU PAK (DECEASED).

ALL Claims against the estate of the above deceased must be sent to the undersigned forthwith.

F. L. NASH,

Solicitor,

10, Queen's Road Central.

Dated the 18th day of May, 1922. [1034]

## TENDERS.

TENDERS will be received for the hire of materials and workmanship for the installation of 8,000 Electric Lamps of various candle-power for illumination purposes, 1,000 decoration flags and 10,000 Japanese Lanterns. Tenders should be addressed to Mr. F. N. DA SILVA, Macao, not later than the 25th inst., for which date they will not be considered.

F. N. DA SILVA, MACAO.

Macao, 19th May, 1922. [1038]

IN THE SUPREME COURT OF

HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF JAMES TOTTEN

SHAW late of Victoria in the Colony of Hongkong, Merchant, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting the time for Creditors and others to send in their claims against the above Estate to the 30th JUNE, 1922.

All Creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.

Dated the 30th day of May, 1922.

JOHN SON, SICKLES & MASTER, Solicitors for the Executors, Prince's Building, Lee House Street, Hongkong.

[1013]

## NOTICE

HARBOR LAUNCHES.

WITH a view to assisting work in the Harbour during the negotiations between those concerned in the present dispute, it has been arranged to inaugurate a towing service to expedite the shipping and landing of cargo.

Commencing from To-day a towing launch will be stationed in the vicinity of Jardine's West Point Wharf to assist lighters and junks which should assemble there.

It is also hoped to arrange for loaded cargo boats to be towed from alongside Steamers to West or East Point as required.

SIGNALS—Junks and lighters requiring towing assistance will hoist two baskets in the rigging. The towing launch detailed for the day will be distinguishable by a Red Ensign at the Fore. Steamers which have loaded lighters alongside which require towing assistance should hoist Red Ensign at the Fore.

CHARGES—\$2.00 will be charged for towing of boats over 60 tons, and \$1.00 for those under.

The foregoing is a provisional arrangement subject to amendment as required. No responsibility can be accepted for loss or damage arising in connection with the above service.

For LAUNCH REQUIREMENTS COMMITTEE, S. T. WILLIAMSON, Union Building.

[1045]

Telephone No. 3755.

G. H.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

THURSDAY, the 26th May, 1922, at 9.30 a.m., at E.M. Dockyard, Hongkong,

STEEL AND METAL SCRAP, WINCHES, WOOD CASKS, STEEL BOILER, TUBES, OLD BRASS CONDENSER, TUBES, LEAD INGOTS, MISCELLANEOUS MACHINERY, HOSPITAL STORES,

&c., &c., &c.

Naval Dockyard, Launches will convey intending purchasers to Kowloon on completion of sale of lots in Naval Yard, Hongkong.

On view day before sale.

Terms—Cash on delivery.

HUGHES & ROUGH, By Appointment Auctioneers to the Admiralty, Hongkong, 12th May, 1922. [1001]

IN THE SUPREME COURT OF

HONGKONG.

PROBATE JURISDICTION.

ACTION No. 2 of 1920.

Between LAU TSZ TSAU LAU TANG SHI LAU SHE SHI LAU YIU SHI & LAU YI SHI Plaintiffs,

and LAU SHU CHUEN, Defendant.

Under the direction of the Registrar, Supreme Court.

Messrs. LAMBERT BROTHERS have received instructions to sell by PUBLIC AUCTION

on TUESDAY, the 30th day of May, 1922, at 3 O'CLOCK P.M.

WITHOUT RESERVE.

All the right title and interest of the above named defendant LAU SHU CHUEN alias LAU WAI CHUN or (CHAN) of and in the following property situate in the Colony of Hongkong:

No. 57, BOWMAN STRAND, VICTORIA, being Sub-section 2 of Section B of Marine Lot No. 4.

Particulars and conditions of sale can be obtained from— Messrs. DENNIS and BOWLEY, No. 64, Des Vaux Road Central, Hongkong, Solicitors for, or from Messrs. LAMBERT BROTHERS, The Auctioneers, Hongkong, 9th May 1922. [1046]

## INTIMATION

W. &amp; A. GILBEY'S

"SPEY ROYAL"

SCOTCH WHISKY.

THE CHOICEST and OLDEST procurable.

Messrs. W. &amp; A. Gilbey.

Ltd., being the proprietors

of Three Highland Distil-

leries, are in a position

second to none to supply

the finest possible Scotch

Whisky.

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The Daily Press.

HONGKONG, MAY 24TH, 1922.

## EMPIRE DAY.

MAY the 24th, so long observed as the birthday of Queen VICTORIA, has since her death been observed to an ever-growing extent throughout the Dominions of the Crown as Empire Day—a day when the subjects of H.M. THE KING are invited by the very name of the festival to reflect on the meaning of the Empire and on the duties and responsibilities of each of its component parts.

The British Prime Minister at the Imperial Conference last year sketched in vivid outline what the British Empire stands for. First of all, it calls to memory the political development of the British Isles, with all its pains and all its splendours, the crucible from which the framework of the whole great structure has emerged. Canada, British and French, South Africa, British and Dutch; both now great Dominions whose unity is due to the free and willing combination of two proud races in a single nationhood. Australia and New Zealand, British civilisations, both, but planted and developed with a genius of their own by the sheer enterprise and grit of their peoples in the farthest Antipodes. India, a mighty civilisation, whose rulers were known and respected throughout the western world before the first English post was planted on Indian soil. Side by side with these, are the wonderful varied Colonies and Protectorates in their different stages of development. The British Empire was described by the Prime Minister as "the most hopeful experiment in human organisation that the world has yet seen." Liberty is its binding principle, and the sentiment of unity, so strikingly manifested in the Great War, finds ever-increasing expression in a variety of ways in time of peace. The Imperial Conference is no

longer a dream but a reality—in which the aspiration for unity finds tangible expression. Empire Day is an annual imperial conference, as it were, on a wider scale, and there is an identity of spirit and purpose in the utterances of the Empire's public men on these occasions which gives encouragement to all believers in the future of the Empire. It is only by constant reiteration that the ideals of our Empire will be realised, and the annual observance of Empire Day has come to play a useful part in keeping those ideals before young and old alike.

## CANTON AND STRIKERS.

We are interested to notice that the Canton authorities are beginning to appreciate the necessity for some measure of control over the militant labour organisations of the city. We read that "in view of the labour unrest," General NGAI BONG-UNG, the Garrison Commissioner of Canton, has issued a warning to the labour organisations against disturbing the public peace. He says his duties as Garrison Commissioner are to preserve the peace and good order of the city and he counsels the workmen to settle their disputes by arbitration instead of "resorting to drastic measures or making demonstrations." General NGAI evidently sees it is perfectly plain to all—that the Chinese labour organisations are becoming a menace to the peace, order and well-being of the community.

While the city of Canton has had many minor strikes of its own, which may be sufficient in themselves to prompt such an order, the Garrison Commander can hardly have omitted to take into his consideration the fact that the strike troubles of Hongkong have been influenced from Canton to a very large extent, and, with the lessons of the recent strike of seamen well in mind, he is doubtless able to appreciate the fact that it is the Chinese themselves who in the long run suffer most by these interruptions of normal trade. Hongkong's strikes, we are persuaded, were fomented in Canton. There can be no denying that they have been conducted and controlled from Canton. In the present case of the launchmen's strike, as well as in the larger strike of a few months ago, it is to Canton that the bulk of the strikers' lie, and with them go the union executives. It is impossible to expect the most amicable relations to exist between Hongkong and Canton while this sort of anti-foreign warfare is going on. We hope General NGAI's proclamation means that he intends to put a stop to provocative action of this character on the part of the labour unions, and to insist on a settlement of disputes by arbitration if it cannot be achieved by negotiation.

Mrs. H. P. Winslow left by the *Ark Maru* for Australia yesterday.

Lieut. Commander B. M. Hunt has been appointed Secretary to the Shamoen Municipal Council.

Fifty Indian Artillery men from the H.K.S. R.G.A., were enlisted as temporary policemen, at the Magistracy, yesterday.

During last week 96 cases of plague were reported. They were all Chinese cases, one having been imported, and twenty of them proved fatal.

Invitations have been issued by H.E. the Governor for a reception and ball at Government House on Saturday, June 3rd, in honour of the birthday of H.M. the King.

H.E. the Governor of Macao, and Madame Correa da Silva, left the Colony by the *Sui An* on Sunday afternoon. The wharf was decorated in his honour, and a military guard of honour and the Bands of St. Joseph's College and the Silesians were present as well as many residents to bid them farewell.

Following a burglary at No. 157, Wusung Street, on Monday night, when clothing, money and jewellery to the value of \$147 were stolen, a Chinese detective arrested one of the alleged burglars. Property to the value of \$31 has been recovered.

We learn from Home papers that Mr. George Henry Aubrey, of Springfield Villa, Chelmsford, a former chairman of the Board of Guardians and Rural District Council (father of Dr. G. E. Aubrey, of Hongkong), who died on March 1st last, aged 82 years, left estate of the gross value of £21,903, with net personality £2,085. The testator confirmed the gift made at the birth of his son Charles Henry of the "two bins of wines and spirits on either side of the door of the wine cellar."

## SANITARY BOARD AND

## MOTOR TRACTION.

## THE ETERNAL PROBLEM ALSO DISCUSSED.

The Sanitary Board held its "Budget Meeting yesterday; it also discussed, in a fresh and entertaining way, its favourite topic—the water-carriage system. The members present were: G. R. Sayer (Chairman), the Hon. Mr. Chow Shou-sun, Mr. S. W. Tso, Dr. G. D. Black, Dr. F. M. Ozorio, the Medical Officer of Health (



## CABLES.

[LATEST CABLES.  
[THROUGH ROUTER'S AGENCY.]SITUATION IN IRELAND.  
ULSTER RAID ON THE I.R.A.

London, May 22nd.

The North-Irish authorities organised a round-up in six of the counties of Ulster between midnight and four in the morning. The arrangements were so secret and complete that fifteen hundred Irish Republican Army officers and men were arrested, many of them being in bed. They were taken off in motor-lorries to Belfast and other centres.

## ANGLO-FRENCH RELATIONS.

## SLACKENING OF FRIENDSHIP A MENACE TO THE WORLD.

London, May 22nd.

A powerful testimony to the value of the *Entente Cordiale* was given by Mr. Bonar Law at a meeting of associated Franco-British Societies at Victoria.

Mr. Bonar Law declared that any slackening in Anglo-French friendship would be a misfortune to Britain, a disaster to France and a standing menace to the future peace of the world.

Referring to the possibility of France acting separately against Germany, the speaker said that he was surprised to learn from M. Poincaré that one ally is entitled to act alone. If that is so then another ally is entitled to say she would have nothing to do with such action. Such a condition of things would play directly into Germany's hands.

## GERMAN INDUSTRIALISTS MEET.

## BUSINESS STAGNATION.

Berlin, May 22nd.

Twelve hundred of the most prominent German industrialists are holding a three days' conference at Hamburg. Dr. Sorge, the President, in his inaugural speech, said he was most pessimistic regarding Germany's industrial future. He forecasted early stagnation in business activity both at home and abroad.

## REVOLUTION IN NICARAGUA.

## AMERICAN MARINES INTERVENE.

New York, May 22nd.

Advices from Nicaragua state that a revolution has broken out against President Chamorro. The rebels seized the fortress, though they were eventually persuaded to hand over to American marines. There has been no bloodshed but high tension continues.

## BRITISH ENGINEERING DISPUTE.

## PROPOSALS BY A.E.U.

London, May 22nd.

The Amalgamated Engineers' Union has arranged to confer with the engineering employers on 24th inst. when the union will submit counter-proposals.

## BIG DECREASE IN FRENCH TRADE.

Paris, May 22nd.

It is officially announced that for the first four months of the present year imports amounted to 7,010,000,000 francs and exports to 7,331,000,000 francs. These figures show a decrease of 618,000,000 francs in imports and 215,000,000 francs in exports, compared with the corresponding period in 1921.

## CHARGE AGAINST CANADIAN BANKER.

Montreal, May 22nd.

The charge against Mr. Macarow has been dismissed.

[A cable message from Ottawa dated March 25th stated that Mr. Macarow, General manager, and Sir Hugh Montgomery Allan, President, of the Merchant's Bank, were charged by the Minister of Finance, with omitting to mention a great impairment in stocks, when submitting their official return for October, 1921.—Ed.]

## COUNTY CRICKET.

London, May 22nd.

Playing at Bath, Sussex beat Somerset by five wickets.

## THE "EGYPT" CREW.

## THIRTY EUROPEANS MISSING.

London, May 22nd.

Thirty out of the eighty of the crew of the *Egypt* who are missing are Europeans. STORIES OF HEROISM AND GRIEF.

## BURIAL SERVICE AT BREXIT.

Brexit, May 22nd.

The Mayor and the British and American Consuls were present at a solemn service at the burial of the bodies picked up after the sinking of the *Egypt*.

Details of the disaster as they unfolded, make the story one of combined poignancy and inspiring examples of heroism.

## A FATHER'S UNAVAILING SACRIFICE.

A man who placed his wife, child and baby in a boat, was appalled to see one rope break, precipitating the occupants into the sea, immediately afterwards the second rope snapped, and the boat fell on those who had been shaken out. The wife and children were lost and the man was saved.

"GREATER LOVE HATH NO MAN."

The ship's printer, who was unable to swim, surrendered his life-belt to a woman. He himself perished.

## WIRELESS OPERATOR DIES AT HIS POST.

The senior wireless operator died sending out "S.O.S." signals.

## THE "SEINE'S" UNUSUAL STRENGTH.

The mystery of a comparatively small vessel inflicting damage capable of sinking the *Egypt* in twenty minutes is explained by the fact that the *Seine* was specially constructed for service in the ice-strewn northern seas.

## JUST RETURNED FROM CHINA.

## DR. BRENNER'S LAST WORDS.

London, May 22nd.

Dr. Brenner, the medical officer of the *Egypt* and who was drowned, returned from China only a fortnight ago. Dr. Brenner was one of those who remained aboard to the last and clung to a deck-chair near another officer, to whom he said, "Good-bye old chap I am going under." He then let go and disappeared.

## THE DEATH ROLL.

A wireless query sent out broadcast yesterday, seeking news of further survivors did not yield any response. The death-roll is now officially given as 18 passengers and 86 members of the crew.

## EARLIER CABLES.

## IRISH AGREEMENT MAY INFRINGE TREATY.

## CONFERENCE IN LONDON.

London, May 22nd.

In the House of Commons, Mr. Churchill said that the agreement signed at Dublin on Saturday appeared to raise the most serious issues, affecting not merely the character and validity of the forthcoming election but also the treaty itself. The Government had therefore invited the Irish co-signatories to the treaty to come to London to discuss the matter.

The British signatories expected that a conference would be held at the week-end as regards the North of Ireland Government, and were confident that the Northern Parliament would continue to grapple with the serious task of restoring and maintaining order.

Four additional battalions were opportunistically landed in Ulster on the 20th inst., raising the strength of the Imperial forces to nineteen battalions. Any further reinforcements demanded by the Northern Government will be sent.

## MURDER OF ULSTER M.P. SHOT IN THE STREET.

London, May 22nd.

The Ulsterite Parliamentarian, Mr. Twaddell, whilst walking in the street at Belfast was shot and seriously wounded.

## THE SALE OF TEA.

## BILL TO PROTECT THE PUBLIC.

London, May 22nd.

In the House of Commons, Mr. Baldwin (President of the Board of Trade), formally introduced a Bill providing for the better protection of the public in connection with the sale of tea.

## FAR EASTERN CABLE NEWS.

[THROUGH ROUTER'S AGENCY.]

## THE HONGKONG STRIKER. QUESTION IN THE COMMONS.

London, May 22nd.

In the House of Commons when replying to Mr. G. Stewart in regard to the strike of laundresses at Hongkong, Mr. Winston Churchill said that he had received no information from the Governor, but he had asked the Governor to report by Telegraph.

## A STRIKE AT SHANGHAI. DISMISSAL OF JAPANESE FOREIGN MEN DEMANDED.

Shanghai, May 22nd.

Three thousand employees of the Nippon Cotton Mills at Pootung have struck. They demand recognition of the workers' union, and payment of all workers on a piece-work basis. The strikers also demand the dismissal of the Japanese foremen, alleging that they have ill-treated employees. This strike is the second within a month.

Tokyo, May 22nd.

The Korean, Kim Yekiso, who attempted to kill Baron Tanaka at Shanghai, is reported to have stated that he determined to devote his life to the anti-Japanese movement on seeing, when a boy, his father cruelly treated by the Japanese police.

## JAPANESE PROPAGANDA SUPPORTING CHANG TSO-LIN.

## ASSOCIATION ORGANISED IN TOKYO AND YOKOHAMA.

An Association has been organised in Tokyo and Yokohama by Japanese interested in Chinese politics in support of Chang Tso Lin. Half-a-million handbills announcing the organisation have been distributed in Tokyo and Yokohama.

## CHANG TSO-LIN EXCLUDED FROM POLITICS.

Peking, May 22nd.

Events of a sinister nature towards General Chang Tso Lin appear to be shaping in Manchuria, where the Provincial Assemblies are engaged in drafting a provincial constitution on southern lines.

The members of the Assembly intend to offer General Chang Tso Lin the post of Commander-in-Chief of the three Eastern provinces, under the provincial officials appointed by the people, thus General Chang Tso Lin would occupy a military post not entitling him to interfere in politics.

## THE BANK OF CHINA.

## LOSS ON YEAR'S OPERATIONS.

Peking, May 22nd.

At the annual meeting of the shareholders of the Bank of China yesterday, the Governor Mr. Feng Kuo-kung presided. In presenting the report he said that the year's operations had resulted in a net loss of \$10,000.

## TYPOON AT MANILA.

## GOVERNOR-GENERAL AND FAMILY IN A YACHT.

Manila, May 22nd.

One of the earliest typhoons ever reported in the Philippines swept over Manila last night and to-day. All shipping is delayed, the telegraphs of the islands paralyzed, and trains are temporarily suspended.

There are no reports yet of loss of life and damage to crops.

Governor-General Wood with his wife and daughter were aboard the yacht *Apollon* off Mindoro. No word has been received from the Governor-General who was due to arrive ten hours ago.

## THE WASHINGTON TREATIES RELATING TO CHINA.

## TO BE RATIFIED BY GREAT BRITAIN.

London, May 22nd.

Replying to a question by Mr. Leake, Mr. Chamberlain said that the power treaty, in regard to China, the China customs treaty, and the Quadruple Pacific treaty would be ratified as soon as possible. The British Constitution did not require that they be submitted to the House of Commons before ratification.

If business permitted there would be an opportunity to discuss the treaties on the introduction of the bill enabling the Government to carry out its obligations thereunder.

## THE FAR EASTERN REPUBLIC.

## BRITAIN RELIES ON JAPAN'S UNDERTAKINGS.

London, May 22nd.

In the House of Commons, when replying to Mr. Clynes in regard to the reported statement of Mr. Chichiro, Mr. Chamberlain said that the Far Eastern Republic would automatically cause a state of war with Russia; Mr. Chamberlain said the Government did not make friendly representations to Japan to evacuate the Russian territory without delay. The Government relied on the fulfilment of the Japanese Government's undertakings in due course.

## SIR L. GUILLEMEAU IN LONDON.

London, May 22nd.

Sir L. N. Guillemeau has arrived in London.

## GENOA. SEVEN CENTURIES OF SEA TRAFFIC.

Genoa is much in the public eye at present. Some particulars of this interesting old Italian city are therefore of general interest. They are taken from an article in *The Observer*:

Rising from the splendid harbour, tier upon tier, in an amphitheatre of tall palaces, terraced houses, marble churches and hanging gardens, Genoa reaches the crest of her encircling hills, which separate her from inland valleys, teeming with olive groves and vineyards. Her face is set towards the sea, from which she drew her life, her power and her wealth. No city shows its character so clearly as "G-nova la Superba." She fought Saracens, Pisans, Venetians, and, in turn, got the better of them all. Crusaders spread a wide network for her commerce; merchants carried the glory of her name far and wide. As early as the thirteenth century her thriving colonies were to be found on the shores of the Black Sea and even in Asia Minor. Her sailors were intrepid and adventurous, her citizens methodically successful and proverbially good at a bargain. It must have been a real starting under defeat who invented the proverb that "it takes five Jews to make a Genoese."

To-day as we wander through her streets, whether medieval or renaissance, it is easy to read the character and ambition of that great seafaring people. Life in other cities of Italy centres round the cathedral, and the wealth and genius lavished by the citizens upon their public buildings in past centuries fill us with admiration. But look at Genoa: her dusty, small, cathedral, embedded with records of even classical times, stands in a sleepy corner of the town; and her public buildings, even the palace of her Doges, are without much character or architectural interest. When her citizens adorned palaces with marble columns and terraces swung on colonnades, as in pictures by Veronese, guarded a wide staircase by stupendous lions, or built churches of black-and-white marble, it was all done for family glory. Individualism flourished, and produced things of exquisite beauty. The small piazza of San Matteo, enclosed by slender tall palaces, with decorations and arches, linking the Middle Ages with the Renaissance, and overlooked by a miniature Romanesque church, which is backed by a courtyard of coupled columns, all speaks of the Doria family. In the street to the right stand the places of their adherents; those of their mortal foes, the Fieschi, Cobols of Lavagna, have long since disappeared.

ST. GEORGE AND THE DRAGON.

Bitter-fivals often shared one thing in common—the right to place the image of St. George and the Dragon, either frescoed or in sculpture, over the portal of their dwellings, and a great number are still to be found. When the Genoese set out on a fighting expedition, the standard of the protector of the Republic used to be formally handed to the Admiral to hoist on his ship. If victorious, he sought no greater honour than to be given St. George as his household god. When during the sixteenth-century horses had practically disappeared owing to heavy taxation under French rule, it was said that the only ones left in Genoa were St. George's chargers.

Genoa is made up of two cities, which merge into each other; there is the city of fine palaces, many of them built by Alessandria, the pupil of Michelangelo, which the traveller first sees as he drives through the principal thoroughfares—via Garibaldi, Balbi, Cairoli; and then there is the old town climbing the slopes, where staircases and steeply rising streets and bridges span the deeper valleys in bewildering picturesqueness, creeping downhill towards the harbour round the Palazzo di San Giorgio. The life of the people quickens in the Piazza Rancia, where even in 1213 the money-changers had their country-houses, and in the sixteenth century Alessandria built the fine Loggia dei Banchi. In the early autumn a crowd of vendors gather on the steps of the church of S. Pietro dei Banchi, quaintly surmounted by the priest's house, and offer cages full of call-birds to the eager sportsmen.

Close by, beneath the hill of Sarzano, crowned by a tower built by a victorious crusader, lies the old Harbour, skirted by a low, irregular colonnade which shelters a nest of quaint shops and eating-houses. On the edge of the Harbour, and towering above humbler abodes, rises the Lombard-Gothic palace of St. George, its swallow-tailed battlements clearly defined against the sky. Built in 1260 by Fra Olivero, for the Captain of the People, it was shortly afterwards taken over by the Government as an office for the registration of the public loans or "comptoirs," which the State contracted in times of need, with its wealthy citizens. Known then as Palazzo delle Comptoirs, it was called Banca di S. Giorgio in 1346, when all the branches of the National Debt were united under one administration, which included general banking. An institution of world-wide renown, it was managed with great ability and integrity. Charitable and public institutions, besides private families, placed their funds here at interest, which was considered a secure investment. It has been described as a combination of the Bank of England and the East India Company, for the Genoese colonies of Galata, on the Bosphorus, Caffa in the Crimea, several ports in Asia Minor and also Curia, were under its administration. All through the turbulent days of the Republic the great Bank held its credit high and it lasted, though with waning power, until the close of the eighteenth century. Its doom was sealed when the French established the Ligurian Republic and expelled the last Doge.

(Continued on next column.)

## THE LATE SIR PATRICK MANSON.

## THE STORY OF HIS CAREER.

Medical science has lost a distinguished investigator, and one whose researches were immediately fruitful in combating some of the dread diseases of the tropics, by the death on April 9th of Sir Patrick Manson, G.C.M.G., F.R.S., M.D., formerly physician and medical adviser to the Colonial Office. Sir Patrick had been suffering from gout for many years, and it was indeed that malady which caused his retirement from the Colonial Office in 1912.

Born in 1844, the son of Mr. John Manson, of Fingask, Aberdeen, he was educated at Aberdeen and Edinburgh Universities, where he took his M.D. degree in 1866. The same year he went to the East, and was medical officer to the British Consulate at Takao, Formosa, and later at Amoy and to the Imperial Maritime Customs from 1866 till 1869. After leaving Amoy he went to Hongkong, where he was Dean and Lecturer on Medicine at the College of Medicine for Chinese. From Hongkong he moved to London, and became a specialist in Tropical diseases.

In the course of his work in the Far East many cases in a variety of forms of the prevalent disease of elephantiasis came under his notice, and he tried to trace its cause, but for some years without success. In 1874, however, while on a visit to London, he heard that a medical man in India had found that in the blood of a proportion of the inhabitants of certain districts there was to be found an organism which he called the *filaria sanguinis hominis*. On his return to China Sir Patrick endeavoured to ascertain if these parasites occurred there. With the aid of two Chinese medical students he examined the blood of over 1,000 people, and confirmed the presence of the parasite. The next step was to ascertain how the filaria was carried from one person to another. One of his assistants on one occasion brought back some blood which was much more crowded with the parasite than any of the other specimens obtained. He found this specimen had been obtained at night, while the other specimens had been obtained "through the day." The fact was disclosed that these worms move from the deeper blood vessels to the surface ones as evening comes on, returning to the deeper vessels in the morning. This was the case with day workers, and was reversed with night watchmen and night workers generally. It followed that the probability was that the carrying agency was most active at night.

MALARIA PROBLEMS.

In the early 'nineties, after his return from China, Manson interested himself in this blood parasite which produces malaria, and, arguing on the analogy of his earlier work, suggested that it had a host outside the human body which carried it from a sufferer from malaria to another person, who would then also contract the disease, and that that host and carrier was a particular kind of mosquito. Circumstances prevented Sir Patrick from testing his theory, but fortunately his paper on the subject attracted the notice of Professor (now Sir) Ronald Ross, who, with the hearty approval of Sir Patrick Manson, took up the inquiry on his return to India. Step by step, with infinite patience, Ross pursued his investigations, and in 1897 discovered the malaria parasite in the anopheline mosquito, while in the following year he traced its life cycle. The publication was, however, still unconvincing, and Sir Patrick, who had been appointed Medical Adviser to the Colonial Office in 1897, laid the facts as they had been ascertained before Mr. Joseph Chamberlain, the Colonial Secretary. Mr. Chamberlain recognised the full importance of the discovery and the necessity for bringing it home to people at large.

He therefore placed a sum of money at the disposal of the scientist, and Drs. Low and Sambon went to Italy, and with Signor Terzi and some friends lived in a screened mosquito-proof house in the Campagna. There they stayed for four months without contracting malaria, while people all round them unprotected from the bites of the mosquito were suffering and dying from the disease. The matter was clinched by a complementary experiment.

(Continued on next column.)

## FAMOUS STATUARY.

In 1571 a great Council Hall was added, and the thirty-five statues of those who had been benefactors of the State through the medium of the bank were placed round the walls. They range from 1370 to 1670 and include all the famous families—D'Orta, Spinola, Grimaldi, Somellini. The figures are sculptured seated or standing, according to the amount of their donations. The honour of a seat was only awarded to those who gave over 100,000 livres. It is here, among these ominous-looking capitalists of ancient Genoa, that the inaugural Conference will take place. The daily business will be carried on in the Palazzo Reale, the largest palace in Genoa, but, by no means the most interesting.

Even outside the realms of commerce, Genoa has her share of celebrated men: Paganini, Mazzini, Garibaldi, Nino Bixio, and Manelli were all Genoese. Her greatest son, Christopher Columbus, was born on the Ligurian coast in 1446. It is the one blot on the otherwise blameless career of the Banca di San Giorgio that the Council refused to help their fellow citizen to fit out his expedition of discovery.

It seems almost a personal slight to the memory of Columbus that the United States should decline to take part in the Genoa Conference, which, if it cannot discover a new world, may at least secure for us a New Europe.

Mosquitoes which had been allowed to bite a malaria patient were sent to England, and Sir Patrick's son and Mr. Warren, senior laboratory assistant at the London School of Tropical Medicine, neither of whom had had malaria or had been anywhere where it was prevalent, volunteered to allow themselves to be bitten. A fortnight later both were down with the disease. The demonstration was conclusive.

## BENEFICENT RESULTS.

With the suppression of the breeding places of the mosquito by draining pools and stagnant water, and by screening houses with wire gauze, much has been done to diminish the scourge and to render vast tracts habitable by man. To the achievement of that end the work of Sir Patrick Manson contributed in no small degree. His name is also inseparably connected with the foundation of the London School of Tropical Medicine. The idea of the school emanated from him, and it was at once grasped by his far-seeing chief, Mr. Joseph Chamberlain, who had read a paper delivered by Manson at St. George's Hospital. The Seamen's Hospital Society advanced the necessary funds, and in October, 1899, the young school was actually established under the aegis of Sir Patrick Manson as an adjunct to the Society's branch hospital at the Albert Dock. During the first year of the school's existence seventy-four students took the course, and now about 200 pass through the institution annually. As a tribute to the dauntless spirit of the merchant seamen during the war, the British Red Cross Society and the Society of St. John together gave to the Seamen's Hospital Society the sum of £100,000 for the purchase of a building in Endsleigh Gardens, and thither early in 1920 the school was transferred.

Sir Patrick, who retired from the Colonial Office service and was created G.C.M.G. in 1912, married in 1875 Henrietta Isabella, daughter of Capt. J. P. Thurburn, and had a son and three daughters. A memorial service was held at St. Paul's Cathedral on April 12th.

## PERSONAL REMINISCENCES.

Dr. P. Manson-Bahr, the late Sir Patrick's son-in-law, records how he became Medical Officer to the Colonial Office. He states: "Patrick Manson was very 'hard up,' and as he walked down Regent Street he was wondering how to find his rent. A friend stopped him and asked him if he knew that a doctor was wanted at the Colonial Office. The list closed at twelve o'clock that day, but Manson hurried there. Although an hour late, he sent up his card, and the next day he was appointed Medical Officer to the Colonial Office. Then the real story of his life began. Every man who was going to a Government post abroad had to go to Patrick Manson's room at 20, Queen Anne Street. He had his own standard of what health the tropics called for. On the average thirty such young pioneers of Empire were examined by him every week. All of them that went from that little room to far parts had the benefit of his own experience in fever-laden tropics.

Sir Patrick Manson's other work, and possibly the greatest, was accomplished in the Seamen's Hospital, between the Victoria and the Albert Docks. He used to go there three afternoons a week—he went by omnibus and it took him an hour and a half each way—and he often used to spend the night working and searching. Sailors coming in with tropical diseases gave him the material to work with. Here he gained an early knowledge of sleeping sickness. But most of his valuable research work was carried out in a little room at the top of 20, Queen Anne Street, and with characteristic boyishness he called it the "muck-room."

He was one of the few men," said Dr. Manson-Bahr, "who saw that the future of the British Empire depended on the health of her men."

## MEMORIAL SERVICE IN ST. PAUL'S.

A considerable congregation, including many eminent medical men, was present in St. Paul's Cathedral on April 12th to pay a last tribute to the memory of Sir Patrick Manson. The Memorial Service was held at noon, and was taken by the Archbishop of London, Bishop Montgomery, Prelate of the Order of St. Michael and St. George, of which Sir Patrick Manson was a Knight Grand Cross, and Canon Alexander. The hymns chosen were "Abide with me" and "Now the labourer's task is o'er," and after the "Lesson Wesley's anthem, "Thou wilt keep him in perfect peace," was sung. The principal mourners were Lady Manson, Mr. Forbes Manson, Dr. and Mrs. Philip Manson Barr and family, Mrs. Hosack, Mr. and Mrs. Alan McLean, Mr. E. L. McLean, Mrs. Richardson, Colonel Evan Gibb, and Mr. and Mrs. Thorburn. Others present included Lord Wodehouse, representing the Colonial Secretary, Mr. Winston Churchill; Major-General Sir William E. Leishman, on behalf of the Director-General, Army Medical Service; Sir Humphrey Rolleston, President of the Royal College of Physicians; Sir Charles Lucas, Sir Ronald Ross (Royal Society), Admiral of the Fleet Sir Henry Jackson, Dr. A. G. Bagshawe, representing the Tropical Diseases Bureau, and representatives of learned Societies, hospitals and institutions.

The funeral took place on April 13th at the All Saints Cemetery, Aberdeen, where the service was conducted by Canon Crutchfield, Aberdeen. The chief mourners were Lady Manson, Dr. and Mrs. Philip Manson Barr (son-in-law and daughter), Mrs. Hosack (daughter), Mr. Forbes Manson (brother), Mr. Alan McLean (nephew), and Mr. James Manson, of Edinburgh. Old Mr. Manson (cousin). Among other present were Dr. W. Clark Bonner, Aberdeen; Major Melville, R.A.M.C.; Mr. Keith Cantlay; Dr. A. Rennie, Torryburn; and Dr. A. Hutton, Aberdeen. Wreaths were sent from many members of the medical profession in London, among them being one from Sir James Cantlie and family. Others were sent by the Seamen's Hospital Society and the Royal Society of Tropical Medicine and Hygiene.





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### COERCION OF WIVES. COMMITTEE OF INQUIRY.

In the House of Lords recently, Viscount Ullswater asked the Lord Chancellor whether his attention had been called to the judgment of Mr. Justice Darling in the recent case of *R. v. Peel*, in which the learned judge held that the "melancholy doctrine" that a wife can be coerced by her husband into the commission of a crime is still the law of the land whenever husband and wife are jointly indicted for a crime, and that this doctrine is founded on the assumption that a wife will not dare to contradict her husband; and whether he will introduce a bill to abolish this doctrine, which appears to date from the reigns of King Canute and King Ina, and bring the law into closer accord with the well-known facts of present-day matrimonial life.

He did not wish to refer to the merits of the case. He would only say that in consequence of the point taken by the defendant's advocate Mrs. Peel never had an opportunity of putting her case. Although they might congratulate her on her acquittal, it was an acquittal on a technical point, and therefore an unsatisfactory one. If they wished to maintain respect for the law it was absolutely necessary that it should be strictly in accordance with our customs and habits of thought, and with the social relations of the times. Whatever the presumption might have been in the old times, there could be no such presumption now. This presumption should be abolished, but there was no necessity to abolish the doctrine of coercion. The wife should be entitled to prove coercion if it existed, and so secure acquittal, but the presumption of coercion connoted an inferior and degraded status, which women of the present day would never accept. The whole tendency of modern legislation had been in the other direction, and it was argued in the case of Viscountess Rhonda, before a Committee of their Lordships' House, that a woman might become a commander-in-chief, an Archbishop of Canterbury, and very probably a Lord Chancellor. Mr. Justice Darling had referred to this law as a "melancholy doctrine," but it was really a cause for mirth. He would recall to their Lordships' minds a case with which they were familiar—that of Mr. Bumble before the magistrate. (Laughter.) The magistrate then informed Mr. Bumble that in relation to the destruction of the trinkets he was more guilty than his wife, because the law supposed his wife acted under his direction. "If the law says that," said Mr. Bumble, "the law is a ass." Mr. Bumble added that in his view the law must be a bachelor. (Laughter.) Dickens wrote that in 1837. What Mr. Bumble thought then they all thought now. "We are all Bumbles now." (Laughter.) In Scotland this presumption did not exist. Legislators there had probably Lady Macbeth in their minds, and were not likely to suppose that husbands were capable of coercing their wives.

Lord Asquith considered that the Peel case was most unsatisfactory. The judge could not say Mrs. Peel's husband had coerced her. There was no evidence of it, or of her guilt, but he had to explain his attitude by practically assuming that the defendant was guilty, and she was unable to go into the box and deny on oath that she knew anything of the matter. His (Lord Asquith's) opinion as to whether she was guilty was the opposite of that of the learned judge, and he, perhaps, knew more than the learned judge did of the case.

#### WOMAN UNCHANGED.

Lord Buckmaster said he was utterly unable to agree with Viscount Ullswater's view of life. It was his firm belief that the bulk of women to-day acted under the direction of their husbands, and that that was more surely true as they got down to the poorer ranks. This doctrine of coercion was not introduced into the common law by people who did not know men and women. People were much the same now as when it was introduced. We had not changed women by enabling them to vote. They were now just what they were before they had opportunities for showing their capacities, and men were unchanged too. In his view, it showed immense sagacity to presume that when a woman committed a crime in the presence of her husband she had acted under his direction. In the Peel case he had drawn the conclusion himself from what he had read that Mrs. Peel acted under the direction of her husband, and that she would never have done the acts alone. (Hear, hear.)

The Lord Chancellor said the position in regard to this doctrine was accurately summarised in Stephen's Digest of the Criminal Law, to the effect that if a married woman committed an offence whilst in the presence of her husband she was presumed to have acted under his coercion, which excuse he acted, but this might be repudiated if the circumstances showed she was not in fact coerced. The doctrine, historically and actually, was a limited one. The general question was not such an easy one, as the noble viscount seemed to think. There were indeed two diverse views. Lord Buckmaster said that husbands generally had control over their wives. Every man had his own experience in that matter, and he was not bold enough to say anything definite, although he did feel it to be true that at any rate in the humbler ranks of life there was a very great degree of that kind of control by husbands which our ancestors had in their minds when they surrounded the woman with this protection. No doubt the gradual conquest of various offices by women had somewhat altered that fundamental. Viscount Ullswater stated one view, and Lord Buckmaster stated another. After all, they could not all in existing circumstances marry members of Parliament, or doctors, or even barristers. (Laughter.) To the ordinary man life must be less eventful. The noble lord had said human (Continued at foot of next column.)

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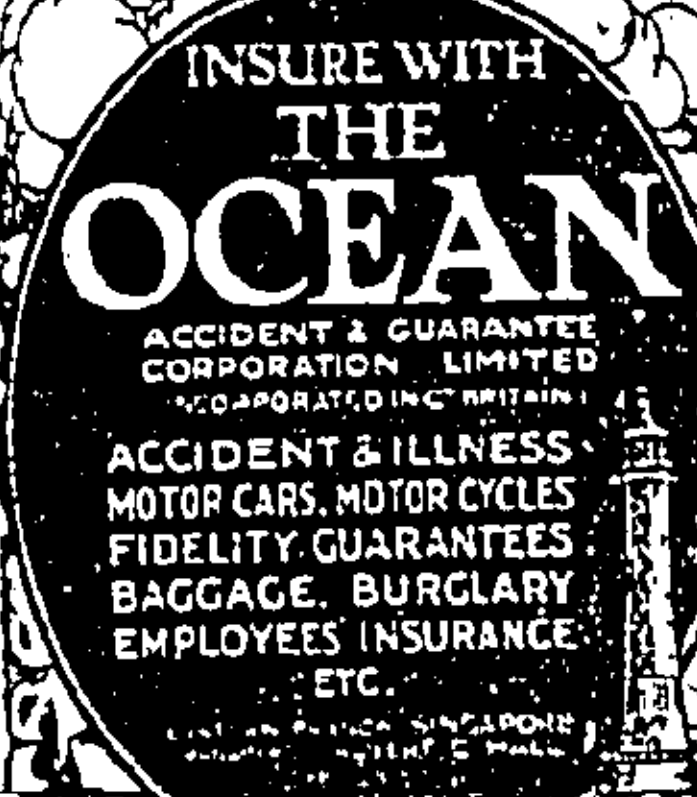
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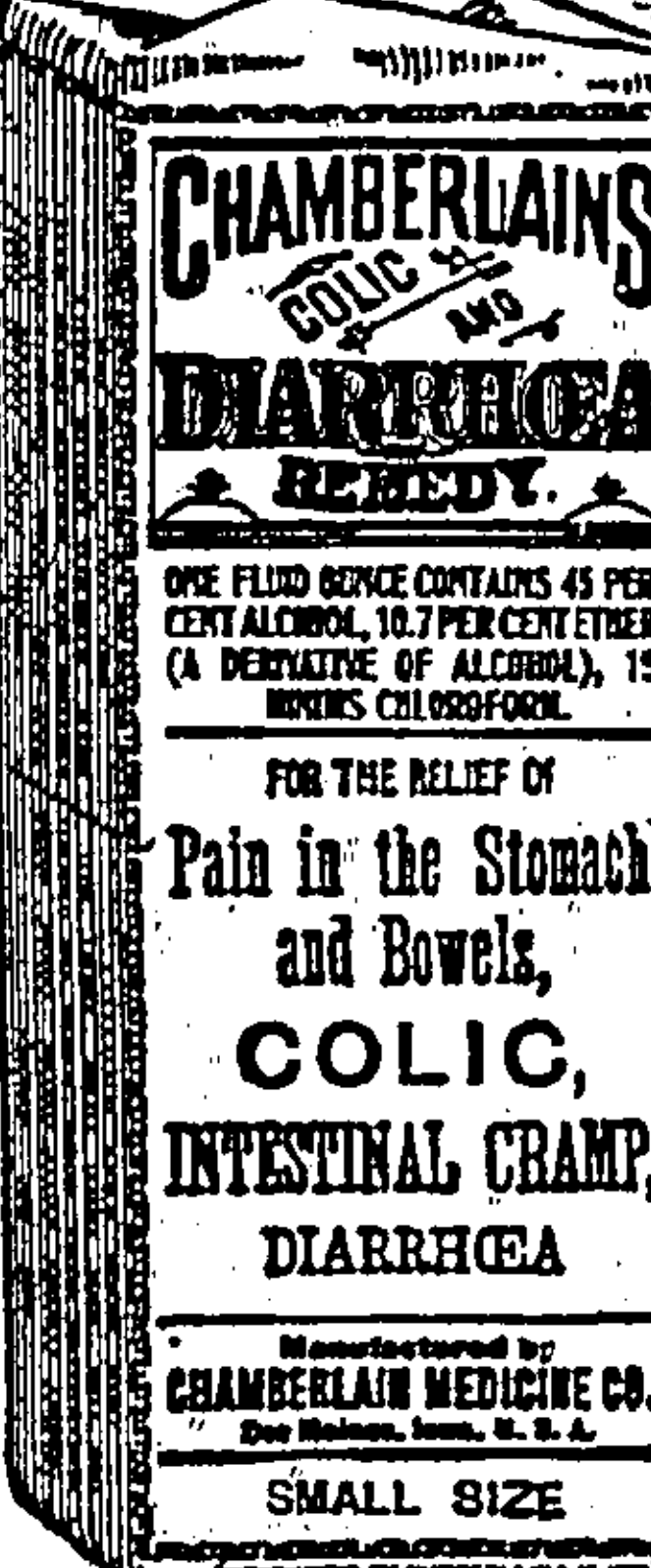
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nature was the same now as when this rule was made. Personally he was not prepared without further consideration to commit himself definitely upon the matter. Nor did he think it would be right to attribute so much importance to the opinion expressed by a single judge, and founded, it might be, largely on a single case. But he agreed with Viscount Ullswater to this extent, that not only this case but various others affecting the status and respectability of women required reconsideration in the light of changes that had taken place, and he proposed, after consultation with the Attorney-General, to set up a small but a highly expert committee, to inquire into and report upon the subject as a whole. Without that report he was not prepared to recommend or to carry out legislation.

The Marquis of Aberdeen said a former Chancellor of Scotland, the first Earl of Aberdeen, resigned office rather than carry out an Act which proposed to make a husband responsible for his wife's non-attendance at church. (Laughter.) This terminated the discussion.

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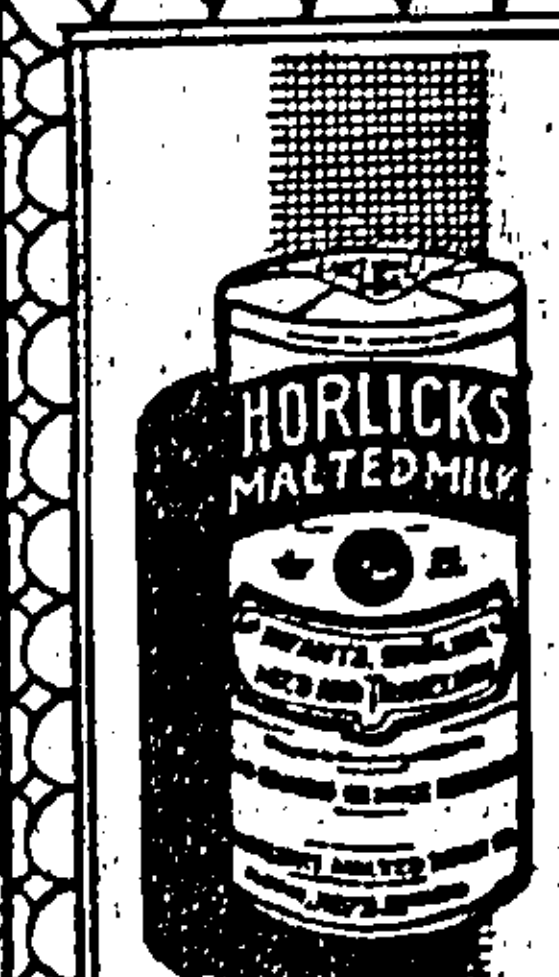
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## THE MENACE OF SOCIALISM. BRITAIN'S PACT WITH FRANCE.

SPEECH BY MR. CHURCHILL.

Mr. Churchill addressed an audience of nearly 4,000 people in the new Caird Hall, Dundee, on April 8th, Lord Provost Spence presiding. Mr. Churchill touched upon foreign policy, spoke of the need for economy and for some abatement of taxation, reviewed the Irish situation, and issued a warning about the "serious situation" created by the growth of the Labour party. Mr. Churchill said:

When I last addressed you at the end of September I pointed out that an improvement in the fortunes of the world and a general rebuilding of prosperity on the basis of a lasting peace could only be achieved by two great triple understandings.

The first, between Great Britain, the United States, and Japan, for the limitation of armaments and the peace of the Pacific Ocean; and, secondly, a triple understanding between Great Britain, France, and Germany, for the consolidation of European peace and for the revival of the prosperity of Europe. I also pointed out that if France was to co-operate with Germany it was necessary that France should first of all be reassured and given an effective sense of security through the aid of Great Britain against a future German attack.

The peace of the Pacific is an accomplished fact. The Washington Conference has now taken its place among the great and beneficent events of history. (Cheers.)

The European triple understanding has not yet been achieved, but there is a steady advance in that direction. The keynote of our foreign policy in Europe is to bring about a good understanding between France and Germany, while giving France the assurance that she will not be left unaided if she were again the victim of an unprovoked aggression by Germany.

It is also quite true that we have reduced our Army to such a point that we have really no army to send at the beginning of a war. But, on the other hand, it gives to France the assurance that Britain stands where she stood with France and Belgium in the Great War, and will continue there to stand through what we hope will be long generations of peace. (Cheers.)

But I wish to make perfectly clear that my motive in cordially assenting to this policy has not been to breed strife and militarism in Europe; but to promote peace and disarmament; not to work ill to Germany, but to work her good; not to keep Britain apart from Germany, but to promote a cordial co-operation in peaceful commerce, and more rapidly to make the terrible hatreds of the struggle fade and die away. Both in the new world and in the old the interests of Britain can only be safe when they are coincident with the interests of civilisation and of peace. (Cheers.)

After pointing out that we must not forget the great potentialities of the Empire, which consumed an enormous proportion of British goods, Mr. Churchill continued: The very serious trade depression from which we are suffering is due mainly to world causes. We are trying to right these causes. Since I was last here, we have been labouring almost continuously to reduce the expenditure of the country. The cost of administering the country is enormous, and I am far from saying that we have yet reached the proper development of the economy which is necessary. At any rate, we have, as between one year and another, succeeded in reducing over £180,000,000 of expenditure—a sum almost equal to the total Budget of the country before the war—and, owing to the financial measures which have been taken to improve British credit, we have saved another considerable sum in the interest and sinking funds which it is necessary for us to provide. But there is one subject upon which I must make my position clear to you. I do not think we can contemplate reducing the British Navy below the level of the One-Power standard. (Loud cheers.) We could not possibly contemplate our great weapon of defence passing from us, and our having to take not merely the second, but even a third place in the world. I could never agree to that.

THE FUTURE IN IRELAND.

The condition of Ireland causes grave anxiety to all friends of that country. We must not expect that that anxiety will be relieved for some considerable time. It is possible or that things will get worse before they get better. It is possible that Irishmen will kill and murder each other and destroy Irish property and cripple Irish prosperity for some time, before they realise that they, and they alone, will have to pay the bill. It is Irish blood that will be spilled; Irish money that will be lost; and the Irish character that will be stained. But let me make it perfectly clear that if Irishmen choose to cut off their nose to spite their face we cannot prevent them, and we shall not try to prevent them. They are responsible, not we.

THE POLITICAL SITUATION.

One supreme issue is arising in our country which not only at the next election—come when it may—but perhaps at many others that will follow in its train, will array the British people in two opposite camps. It is the great issue of the Socialistic organisation of society versus individual enterprise. You know well where I stand on this. My views upon it were stated here when I first stood on a Dundee platform, now nearly fourteen years ago. They have undergone no change in the long, turbulent years that have intervened. Socialism and Liberalism represent two absolutely opposite conceptions of government. (Cheers.) Liberalism attacks monopoly; Socialism attacks Capital. Liberalism

seeks to level up; Socialism seeks to level down. Liberalism believes that government must be based on the goodwill of the masses of the people; Socialism knows that it can only operate through the agency of bureaucracy and under the direction of an autocratic set or some form of minority power. The policy of the Socialist is that the Government should own all the means of production, distribution, and exchange, that there should be no such thing as private enterprise or private property, no private shop, or house, or cottage, or bank, or ship; no private savings; no private business, no buying and selling; no enterprise, no wages, no profits. Everything is to be owned by the State; everybody is to be directed by the State; everybody is to be told what to do, what his employment is to be, where he is to live, when he is to travel.

The people would be absolutely prostrate in the hands of the Government. They would be reduced to State slaves, moved hither and thither like cattle at the will of their owner. We have often drawn a distinction between Governments that own the people and people that own the Government. There never was a Government yet erected that would own the people to the extent of a Socialist Government. No, Sir, no Kaiser, no Oriental potentate has ever wished powers like these. Think for a moment of the power which would be in the hands of the men who obtained the control of this terrific governing machine of Socialism. During their term of office they would sit high above the masses, ruling their lives and appointing their toil, as if they were gods in heaven. Is it conceivable that they will be ready to step down from their high places and resume the life of Socialist slaves? They will never give up their power once they have got it. They will form themselves into a sort of priesthood, with a caucus below them for rigging the elections. If they lasted long enough, they would undoubtedly put themselves on a hereditary basis and transmit their tyranny unbroken to their descendants and their relations.

MENACE OF SOCIALISM.

You will say to me: "You are exaggerating. No one would ever think of such things." But they have done things like that. (Cheers.) They are doing them now before your eyes. As we sit here in this hall this afternoon, free to live our lives in our own way, to express our political views, to criticise or change our Governments, to enjoy all the varied possibilities which life gives to the free-born Briton, under the Union Jack, 120,000,000 Russians are prostrate under a Socialist and Communist tyranny which has proceeded point by point exactly as I have described. There you see the rule of the few made absolute over the wishes of the many. There you see the complete internationalisation of all the means of production, distribution, and exchange. There you see complete suppression of freedom in every form. There you see compulsion in every form, and, side by side with it, corruption in every form. Is it not a very serious situation that there should be growing so rapidly in this country a gigantic party pledged in one form or another, some going farther than others no doubt, some wishing to proceed peacefully and others violently, but all pledged in allegiance to the Socialist ideal, all moving forward, consciously or unconsciously, towards that absurd and perilous Utopia? Since the General Election there have been sixty-nine contested by-elections. Six hundred and ninety thousand votes have been cast for the Coalition, and no fewer than 500,000 have been cast for Socialist candidates alone. Faced by that menace, Liberals and Conservatives have joined together and have decisively defeated it. What they have done in the municipal sphere they will equally be forced to do, whether they like it or not, in the Parliamentary sphere.

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STRAITS & CALCUTTA	"FOOKSANG"	Thursday, 25th May, 3 p.m.
MANILA	"LOONGSANG"	Friday, 26th May, 3 p.m.
TSINGTAU via SWATOW & SHANGHAI	"HANGSANG"	Sunday, 28th May, Daylight.
SANDAKAN	"HINSANG"	Monday, 29th May, Noon.
BANGKOK via SWATOW	"CHAKSANG"	Tuesday, 30th May, Noon.
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## CALCUTTA LINE

s.s. "FOOKSANG" will be despatched on or about  
Thursday, 25th May, at 3 p.m., for SINGAPORE, PENANG  
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT  
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

**Jardine, Matheson & Co., Ltd.,**

GENERAL MANAGERS.

Telephone No. 215.

## GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Leave Hongkong	Discharge
S.S. "RADNORSHIRE"	5th June	5th June
M.V. "GLENBEG"	17th June	17th June
M.V. "GLENLUCE"	1st July	1st July
S.S. "GLENSHANE"	20th July	20th July

HOMEWARDS.

Vessel	Leave Hongkong	Discharge
M.V. "GLENBEG"	30th May, LONDON, HULL, ROTTERDAM & HAMBURG.	
S.S. "CARNARVONSHIRE"	9th June, GENOA, LONDON, HULL, ROTTERDAM & HAMBURG.	
S.S. "GLENIFFER"	4th July, GENOA, LONDON, HULL, ANTWERP & HAMBURG.	

Movements are subject to change without notice.

For freight or further particulars please apply to—

**Jardine, Matheson & Co., Ltd.**

**The Glen Line, Ltd., AGENTS.**

Telephone No. 215 sub-ex. 22 and 2694.

Cable Address

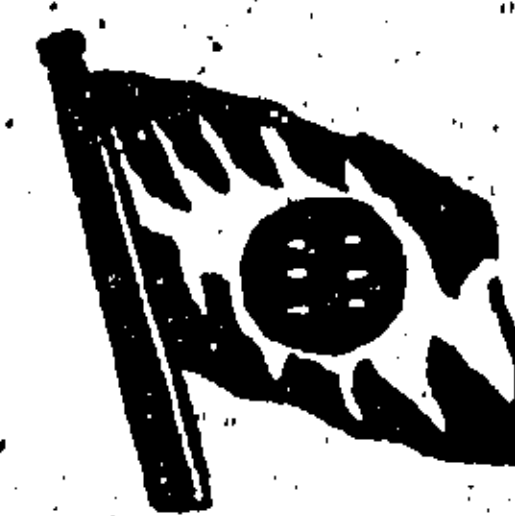
Kawasaki, Kobe.

Bentley's A.R.O. 5th St.

and G.P.O. Code.

Telephone Numbers

1924, 1922,



## KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP . . . ¥30,000,000

President: Mr. Y. KAWASAKI.

Vice-President: Mr. K. MATSUOKA.

Managing Director: Mr. MATSUYAMA.

As Company has on hand all large Number of

## NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight;

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each;

Two steamers of about 6,400 tons deadweight each;

etc. (Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter and other particulars apply to the

**KAWASAKI KISEN KAISHA.**

No. 2, BARRACK ROAD.



## SHIPPING NEWS

## ARRIVALS.

May 22nd.

*Amherst*, British str., 241 tons, Capt. Chan Hin, from Hoibow, with a general cargo.—On Fat S.S. Co.

*Angers*, French str., 5,884 tons, Capt. L. Guerin, from Marseilles, with a general cargo.—Messageries Maritimes.

*San Yek*, American str., 320 tons, Capt. J. Ferrer, from Hoibow, with a general cargo.—Yue Cheong & Co.

*Chongwa*, Chinese str., 358 tons, Capt. Fletcher, from Pakhoi, with a general cargo.—Hing Lee S.S. Co.

*Jade*, French str., 388 tons, Capt. P. B. Morganti, from Pakhoi, with a general cargo.—Kai Yue & Co.

*Taipei Maru*, Japanese str., 1,335 tons, Capt. D. Nakamura, from Sakito, with coal.—M.B.E.

May 23rd.

*Chimking*, British str., 1,229 tons, Capt. B. A. Thomson, from Amoy, none.—B. & S.

*Bainichi Maru*, Japanese str., 1,954 tons, Capt. Y. Usami, from Keelung, with coal.—O.S.K.

*Grace Dolber*, British str., 4,041 tons, Capt. J. Tasker, from New York, with a general cargo.—Robert Dollar & Co.

*Ranangy*, British str., 1,207 tons, Capt. J. R. Shearera, from Chefoo, with vermicelli, etc.—B. & S.

*Hupet*, British str., from Canton.

*Ision*, British str., 6,520 tons, Capt. A. Ogden, from Vancouver, with a general cargo.—B. & S.

*Kanau*, British str., from Canton.

*Kuchow*, British str., 1,220 tons, Capt. F. A. Lovegrove, from Tientsin, with a general cargo.—B. & S.

*Lucbow*, British str., from Canton.

*Onatker*, Dutch str., 5,061 tons, Capt. H. Huyser, from Shanghai, with a general cargo.—(J.L.)

*Rishdar*, British str., 3,091 tons, Capt. J. C. D. Hinton, from Rangoon, with rice and general cargo.—Mackinnon, Mackenzie & Co.

*Szechuen*, British str., 1,594 tons, Capt. J. Gibbs, from Shanghai, with a general cargo.—B. & S.

*Tongler*, Chinese str., from Canton.

*West Ira*, American str., 3,613 tons, Capt. J. M. Jamieson, from Shanghai, with steel.—Pacific Mail S.S. Co.

## CLEARANCES.

May 23rd.

*Cheridon Maru*, for Batavia.

*Chimking*, for Tientsin.

*Hong Keng*, for Paracels.

*Kanau*, for Swatow.

*Lucbow*, for Swatow.

*Mylic*, for Bangkok.

*Sanjin Maru*, for Hongay.

*Suyo Maru*, for Manila.

*Shingen Maru*, for Canton.

*Szechuen*, for Canton.

*Taipei Maru*, for Canton.

*Tai Sze Ma*, for K. C. Wan.

*Toka Maru*, for Keelung.

*Tongler*, for Foochow.

## PASSENGERS.

DEPARTURES.

Per N.Y.K. s.s. *Aki Maru*, on May 23rd:—Mr. J. W. Robinson, Mrs. R. A. Robinson, Miss J. Monchiff, Mr. and Mrs. A. D. Sadler, Mr. M. Manuk, Mr. and Mrs. W. F. Smale, Mr. F. Water, Mr. O. Forster, Mr. and Mrs. H. E. Peck, Miss A. M. Keating, Miss J. Burnett.

## COLUMBIA PACIFIC SHIPPING CO.

## SOUTH CHINA LINE

PORTLAND, ORE.—JAPAN PORTS, HONGKONG &amp; MANILA

Vessel: S.S. HANNAWA Loading About second half of May.  
(Operated for a/c of U.S. Shipping Board).

Agents: ARNHOLD BROTHERS & CO., LTD.  
1a, Chater Road. Phone No. 1500.

SHIPBUILDERS.  
SHIP REPAIRERS.  
BOILER MAKERS.  
FORGE MASTERS.  
OXY-ACETYLENE &  
ELECTRIC WELDERS.  
MECHANICAL &  
ELECTRICAL  
ENGINEERS

TAIKOO DOCKYARD & ENGINEERING COMPANY  
OF HONGKONG, LIMITED.

## —DRY DOCK.

Length 787 Feet.  
Length on Blocks 750 Ft.  
Depth on Centre of  
Sill (H.W.O.S.T.) 34 ft 6 ins.

## —THREE SLIPWAYS—

Capable of Handling Ships Up  
to 3,000 Tons Displacement.  
Electric Crane at Sea Wall, Capable of  
Lifting 100 Tons at 70 Feet Radius

## BUTTERFIELD &amp; SWIRE

(JOHN SWIRE &amp; SONS, LTD.)

TEL. ADDRESS: "TAIKOO DOCK, HONGKONG"

TELEPHONE No. 212

ALL PLAS: "O" OVER ART. PEARL

AGENTS.

HONGKONG, CHINA &amp; JAPAN

Mr. and Mrs. H. N. Olsen, Miss F. M. Young, Miss T. Palmer, Mr. A. E. Laver, Mr. Harry M. Clark, Mr. J. A. Jacobs, Mr. T. J. Edwards, Mrs. H. P. Winslow and child, Miss J. B. Young, Miss Blunk, Miss Cunningham, Mrs. M. W. Bellmont, Miss M. M. McCoughlin, Mr. F. S. Rampling, Miss Ruby John Johnston, Mrs. I. Bonfield, Mrs. Short, Mr. S. H. Thayer, Mr. G. Evans, Mr. P. Terry, Mr. D. Weir, Mr. G. Paglietta, Mr. G. Warnick, Miss J. Miranda and several Japanese passengers.

## SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Kanankura Maru* (Bombay line) left Kobe for Hongkong via Moji on May 22nd, and is expected here on May 29th.

The P. & O. s.s. *Stictia* left Singapore for Hongkong on May 22nd, at 4 p.m., and is due here on May 27th, at 7 p.m.

The s.s. *Yelena* (Blue Funnel) left New York on May 15th via Suez for Singapore, and is in Hongkong about July 11th.

The s.s. *Telemachus* (Blue Funnel) for Liverpool and Glasgow, arrived Liverpool on May 19th.

The s.s. *Machaon* (Blue Funnel) for London, Amsterdam and Antwerp, arrived London on May 20th.

The s.s. *Titan* (Blue Funnel) for London, Rotterdam and Hamburg, arrived London on May 21st.

## VESSELS EXPECTED.

*Atreus* (Blue Funnel), due May 24th.

*Bendogun* (Ben Line), due May 25th.

*Empress of Canada*, due June 1st.

*Empress of Russia*, due June 8th.

*Grande Gaard* (Kerr Steamship & Co.), due May 28th.

*Honour State* (P.M.), due June 12th.

*Kobe Maru* (N.Y.K.), due June 3rd.

*Myrmidon* (Blue Funnel), due May 24th, daylight.

*Nagoya Maru* (N.Y.K.), due May 31st.

*President Hayes* (Pacific Mail), due May 31st.

*Rajah* (B.L.), due May 31st.

*Rheinland* (H.A.L.), due June 5th.

*Sado Maru* (N.Y.K.), due June 1st.

*Stictia* (P. & O.), due May 27th.

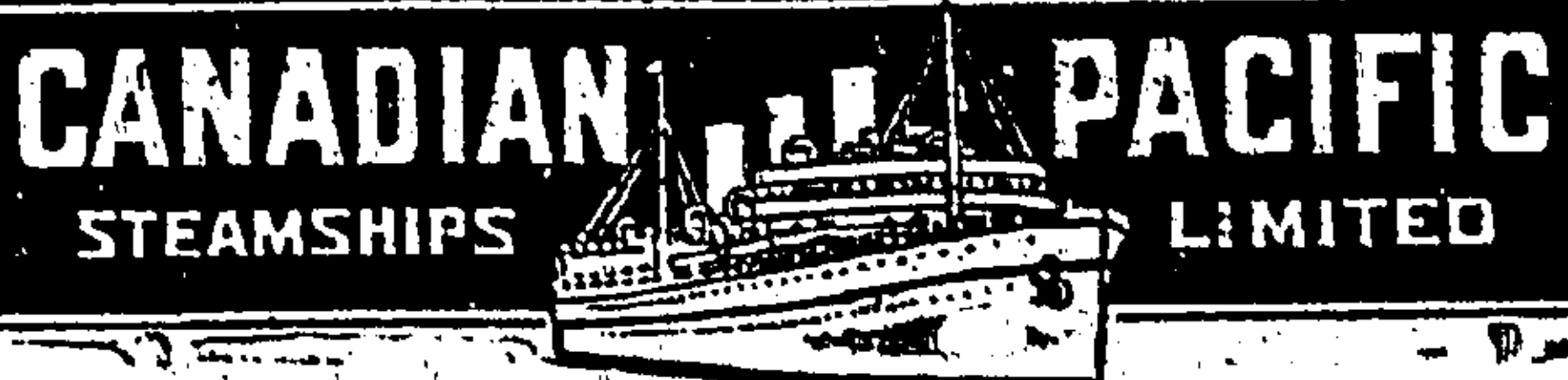
*Tallibus* (Blue Funnel), due June 5th.

*Tamba Maru* (N.Y.K.), due June 3rd.

*Torilla* (B.L.), due June 3rd.



These tiny Capsules—superior to Copal, Cubebs, and Injections—CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience.  
Each Capsule bears the name.  
Paris, 8, rue Vivienne  
Sold by all Chemists.



## MAIDEN VOYAGE

TRANS-PACIFIC.

R.M.S.

## EMPRESS OF CANADA

FOR

## VANCOUVER.

SEVENTH JUNE, 1922.

## CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "GORJISTAN" "ALMERIA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S. \$577.07

Minimum Rate U.S. \$920.50

First Class Accommodation Throughout.

## Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

S.S. "NANKING" S.S. "CHINA"  
Tuesday, May 30th, at noon. July 6th.

## Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

S.S. "GORJISTAN" S.S. "ALMERIA"

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also  
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, GENERAL AGENT.

PRINCE'S BUILDING,

105 HOUER STREET,

TELEPHONE: PASSENGER DEPT.

TEL: PASSENGER DEPT. &amp; AGENT,

No. 1934.

No. 2161.

CABLE ADD: "CHIMAIL"

[34]

## DODWELL &amp; CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON  
for NEW YORK & BOSTON

s.s. "WRAY CASTLE" sailing on or about 23rd May.  
s.s. "BOWS CASTLE" sailing end of June.

## LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.  
PIUMI having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

## FOR SHANGHAI.

s.s. "VENETIA" sailing on or about 4th June.

FOR BRINDISI, VENICE &amp; TRIESTE

s.s. "TRIESTE" sailing on or about 2nd June.

s.s. "VENETIA" sailing 2nd half of June.

Passengers' Luggage can be insured at the Office of the Agents.

## NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

s.s. "UMLAZI" sailing second half of June.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LIMITED.

Agents

## N. Y. K.

SAILINGS SUBJECT TO ALTERATION

VICTORIA, SEATTLE &amp; VANCOUVER via Shanghai Japan north.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

IYO MARU (Calling Keelung) Monday, 19th June, at 11 a.m.

SHIDZOOKA MARU (Calling Keelung) Monday, 19th June, at 11 a.m.

MARSEILLES, LONDON &amp; ANTWERP via Singapore, &amp;c. Thursday, 25th May, at 11 a.m.

SUWA MARU Thursday, 25th May, at 11 a.m.

FUSHIMI MARU Friday, 26th May, at 11 a.m.

HAMBURG via DUNKIRK, LONDON &amp; ROTTERDAM. Thursday, 26th May, at 11 a.m.

MITOMARU Thursday, 26th May, at 11 a.m.

LIVERPOOL via MARSEILLES and VALENCOIA. Thursday, 26th May, at 11 a.m.

TATSUNO MARU Sunday, 4th June.

SYDNEY &amp; MELBOURNE via Manila, &amp;c. Tuesday, 20th June, at 11 a.m.

TANGO MARU Tuesday, 20th June, at 11 a.m.

NEW YORK, via PANAMA. Tuesday, 20th June, at 11 a.m.

DURBAN MARU Tuesday, 20th June, at 11 a.m.

NEW YORK via Suez. Tuesday, 20th June, at 11 a.m.

RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES via CAPE. Sunday, 4th June.

KAWAOKI MARU Sunday, 4th June.

BOMBAY via Singapore and Colombo. Tuesday, 30th May.

KAMAKURA MARU Tuesday, 30th May.

CALCUTTA via Singapore, Penang &amp; Rangoon. Monday, 29th May.

HAKODATE MARU Monday, 29th May.

NAGASAKI, KOBE &amp; YOKOHAMA. Friday, 16th June, at 11 a.m.

NIRIO MARU Friday, 16th June, at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA. Thursday, 1st June.

NAGANO MARU Thursday, 1st June.

SADO MARU Friday, 2nd June, at 11 a.m.

TAMBA MARU Sunday, 4th June.

For further information apply to— NIPPON YUSEN KAISHA

K. H. KAMEI, Manager.

Telephone Nos. 292 &amp; 293.

## STRUTHERS &amp; BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

## EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO  
FROM HONGKONG BY DIRECT ROUTE.

"West Prospect" Due Hongkong 2nd June.

Leave Hongkong 5th June.

"West O'Hara" Due Hongkong 4th July.

Leave Hongkong 8th July.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA,  
SAMARANG AND SOERABAYA.

"West Chopaka" Due Hongkong 5th June.

Leave Hongkong 7th June.

"West Farolan" Due Hongkong 9th June.

Leave Hongkong 13th June.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT, General Agent for 1st Floor, Powell's Building, Phone No. 3008.

JAPAN-CHINA-PHILIPPINES. G. P. BRADFORD, Res. Agent.

INDO-CHINA-TRAITS &amp; JAVA.

YAMASHITA KISEN KAISHA  
(THE YAMASHITA S.S. Co., Ltd.)

## REGULAR FREIGHT &amp; PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG &amp; HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hoibow &amp; Pakhoi

s.s. "HOZUI MARU" on or about 25th May.

FOR KEELUNG via Swatow &amp; Amoy

s.s. "TAIKWA MARU" on or about 25th May.

For further particulars, please apply to—

Branch Office,  
No. 27, Bonham Street, West  
Tel. No. 155.S. MITARAI,  
Top Floor, King's Building  
Tel. No. 140.

## THOS. COOK &amp; SON.

RAILWAY STEAMSHIP FREIGHT  
INSURANCE AGENTS

BANKERS.

Tickets issued, Letters of Credit &amp; Circular Notes Issued and Cashed.

"FAR EASTERN TRAVELLERS GAZETTE"

143 OFFICES THROUGHOUT THE WORLD 143

For Eastern Offices

HONGKONG, SHANGHAI, TIENTSIN, PEKING &amp; YOKOHAMA

Local Office—LUDGATE CHURCH, LONDON E.C.

Local Address—Hongkong Hotel Building,  
HONGKONG.

Telegraphic address: "COUPON" Telephone No. 524-5.

## OBERAMMERGAU PASSION PLAY

In order that the Public may be supplied with reliable information concerning accommodation in the village, with seats in the theatre, the Committee have appointed THOS. COOK & SON Official Agents for the Play, to whom all enquiries should be addressed.



## AMERICAN &amp; ORIENTAL LINE

NEW YORK via Suez

ad. "MADAWASKA" via Suez Canal ... 31st May. Boston and New York.  
Subject to change without notice.

ORIENTAL AFRICAN LINE.  
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH, CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to— THE BANK LINE, LTD.  
(Managing Agents.)

## ELLERMAN LINE

ELLERMAN &amp; BUCKNALLS, S. CO., LTD.

FREIGHT &amp; PASSENGER SERVICE

OUTWARDS.

HOMEWARDS.

ad. "KANDAHAR" ... 10th June. London, Antwerp, Rotterdam & Hamburg.  
ad. "CITY OF GLASGOW" ... 5th July. London, Rotterdam & Hamburg.  
Subject to change without notice.  
For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.  
General Agents.  
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## NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND  
AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

To Boston and New York.

ad. "DEUCALION" ... via Suez Canal ... 5th June.  
ad. "ALCINOUS" ... via Suez Canal ... 15th June.  
ad. "KAZEMBE" ... via Suez Canal ... 25th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.

For freight and particulars apply to—  
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD. HONGKONG  
(JOHN SWIRE & SONS, LTD.)  
HONGKONG AND CANTON. REES & CO. CANTON.

## MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT  
DESTINATIONS. STEAMER & DISPLACEMENT. SAILING DATES.

SHANGHAI, KORE & YOKOHAMA ... "AZAY LE RIDEAU" 15,000 ... On or about 26th May.  
"ARMAND BEHIC" 11,090 ... On or about 9th June.  
MARSEILLES, via HAI-PHONG, SAIGON, SINGAPORE, PENANG, ANG, COLOMBO, (DUBOUIL, SUZ) & PORT SAID ... "ANGKOR" 15,000 ... On or about 30th May.  
"ANGERS" 15,000 ... On or about 16th June.  
"AZAY LE RIDEAU" 15,000 ... On or about 27th June.

## COMMERCIAL LINE

SHANGHAI, PUKOW, HANKOW & TAIKOW ... "COM DORISE" ... On or about 25th May.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKERQUE, & ANTWERP. (ON APPLICATION)  
For further particulars, etc. apply to

CONSIGNATION—TRANSIT—REPRESENTATION: A. JOHARD, Acting Agent, Queen's Building, Telephone 744.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Ocean Steamers saving good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, stores and excellent cuisine.

FOR

SWATOW, AMOY &amp; FOCHOW

AND RETURN

(Occupying 9/10 Days)

HAIPHONG ... Capt. J. S. Thomson ... Friday, 26th May, at 1 p.m.  
HAIHONG ... Capt. W. C. Passmore ... Thursday, 1st June, at 1 p.m.

Arrival and Departures from the Company's Wharf (near "Duke's Pier,"  
For Freight and Passage, apply to—  
DOUGLAS LAFRAIK & CO  
General Manager.

P. & O. British India  
Apcar and  
Eastern & Australian  
Lines

COMPANIES Incorporated in ENGLAND:

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"DONGOLA"	9,000	30th May, 11 a.m.	(Singapore, Penang, Colombo, Bombay, Aden, Port Said, Marseilles & London.)
"KHYBER"	9,000	7th June	Marseilles, London & Antwerp
"SICILIA"	6,700	11th June	(Singapore, Penang, Colombo & Bombay.)
"DELTA"	8,100	21st June	Marseilles, London & Antwerp
"KASHMIR"	4,000	5th July	do.
"SOUDAN"	7,000	15th July	(Singapore, Penang, Colombo & Bombay.)
"KARMALA"	9,000	19th July	Marseilles, London & Antwerp
"KASHGAR"	9,000	22nd Aug.	do.
"SARDINIA"	6,800	16th Aug.	do.
"DEVANHA"	8,084	30th Aug.	do.
"KALYAN"	8,363	13th Sept.	do.
"MACEDONIA"	10,612	27th Sept.	(Bombay, Marseilles, London & Antwerp.)

## BRITISH INDIA-APCAR SAILINGS

"TAKADA"	6,940	10th June	Singapore, Penang & Calcutta.
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## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"EASTERN"	3,586	1st June	Malta, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections with the Union S.S. Co.'s steamers from Australia to the United Kingdom via New Zealand, Vancouver and San Francisco, etc., or per The New Zealand S.S. Co.'s vessels to Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI &amp; JAPAN

"SICILIA"	6,700	29th May, noon	Shanghai only.
"TORILLA"	5,206	4th June	Shanghai & Japan.
"KASHMIR"	4,041	5th June	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

\* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Calcutta are fitted with Electric Fans free of charge.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to—  
MACKINNON, MACKENZIE & CO.,  
12, Des Voeux Road Central, HONGKONG Agents. [1]

## O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM &amp; ANTWERP, MARSEILLES

Monthly direct service via Singapore and Port Said. Monday, 10th July.

"ATLAS MARU" ... DE JANNIRO, SANTOS, DUBAI & BAHIA ... Tuesday, 14th June.

BUENOS AIRES—RIO DE JANEIRO, SINGAPORE, PASSENGER SERVICE ... Tuesday, 14th June.

CAPE TOWN via SAIGON & SINGAPORE, PASSENGER SERVICE ... Tuesday, 14th June.

MEXICO MARU ... REGULAR FORTNIGHTLY SERVICE ... Wednesday, 31st May.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE ... Wednesday, 31st May.

"SAIGON MARU" ... SAIGON & SINGAPORE ... Thursday, 1st June.

DELHI & BANGOR ... SAIGON & SINGAPORE ... Thursday, 1st June.

"KISHU MARU" ... SAIGON & SINGAPORE ... Thursday, 1st June.

CALCUTTA—Fortnightly service via Singapore, Penang & Bangkok. Saturday, 2nd June.

"BORNEO MARU" ... CALCUTTA, SINGAPORE, PENANG & TACOMA ... Saturday, 2nd June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA ... Saturday, 2nd June.

via Japan—Taking cargo to OVERLAND PORTS, U.S.A. & CANADA ... Saturday, 2nd June.

"AFRICA MARU" ... Friday, 30th May.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco ... Friday, 30th May.

Penang and Cebu Ports ... Friday, 30th May.

"SHUNKO MARU" ... Monday, 19th June.

NAVO ORLEANS LINE, via SUZ ... Monday, 19th June.

"BORNEO MARU" ... Tuesday, 3rd June.

JAPAN PORTS—Kobe & Yokohama via Shanghai ... Tuesday, 3rd June.

"ARGUS MARU" ... Sunday, 11th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KALJO MARU" ... Every Sunday, Noon.

AMAKUSA MARU ... Every Sunday, Noon.

TABAO via SWATOW & AMOY ... Thursday, 1st June.

"BORNEO MARU" ... Thursday, 1st June.

Tel. No. 4090. Y. YABUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON  
and  
NEW YORK

For Freight and Passage apply to—  
FURNESS (FAR EAST) LIMITED  
(Incorporated in Great Britain)  
21, George's Building.

Telephone 2185.  
Telegrams: Farnsworth.

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To Sail
SWATOW, AMOY & SHANGHAI	"HUPEH"	On 24th May, 4 p.m.
AMOY & SHANGHAI	"SZECHUEN"	On 25th May, 4 p.m.
SWATOW & RANGKOK	"KAIYONG"	On 26th May, 10 a.m.
PAKHOI & HAIPHONG	"TAMING"	On 26th May, 4 p.m.
MANILA, CEBU & ILOILO	"BANGUOW"	On 26th May, 4 p.m.
SWATOW & SHANGHAI	"CHENAN"	On 27th May, 10 a.m.
HAIPHONG, HOHANG & BANGKOK	"SINKIANG"	On 27th May, 4 p.m.
SWATOW, SHANGHAI & TSINGTAO	"KUEICHOW"	On 27th May, 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"SUIYANG"	On 28th May, 4 p.m.
SHANGHAI	"YINGCHOW"	On 30th May, noon.
SWATOW, SHANGHAI & TSINGTAO	"YINGCHOW"	On 30th May, noon.

SHANGHAI LINE—PASSENGER, MAILS and CARGO  
Excellent passenger accommodation, electric fans in Saloon and state-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through bills of Lading to all Kiangsu and Northern China Ports. Passengers are loaded in Shanghai avoiding all inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—  
BUTTERFIELD & SWIRE  
(JOHN SWIRE & SONS, Ltd.)  
Agents.

TELEPHONE 33.

CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.).

I. K. K.  
TOYO KISEN KAISHA

Reduced Fare to Europe U.S.G. \$620.50 First Class Throughout  
HONGKONG TO SAN FRANCISCO  
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE FATHOM OF THE SUN"

STEAMER	TONS	LEAVE HONGKONG	ARRIVE SAN FRANCISCO
SHINYO MARU	9,000	May 28th	June 16th
PERSEA MARU	12,000	June 1st	June 21st
TAIYO MARU	20,000	June 5th	June 25th
NIHON MARU	20,000	June 18th	July 1st
TENYO MARU	20,000	July 1st	July 30th
KOREA MARU	20,000	July 1st	July 30th

Calling at Dairen. Calling at Keelung.

## SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA MANILA, KIHLUNG, JAPAN, HONOLULU, HILO SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEDO, ARICA &amp; IQUIQUE

THROUGH BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

LEAVE HONGKONG

SEIYOMARU ... May 24th

RAKUYO MARU ... June 25th

GINTYO MARU ... Aug. 23rd

Omit Manila.

For full information regarding passenger freight and sailings, apply to—  
Y. TSUTSUMI, Manager.  
King's Building Tel. No. 274 & 275

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

## PACIFIC MAIL S.S. CO.

MANAGING AGENT, U.S. SHIPPING BOARD

EMERGENCY FLEET CORPORATION.

## TRANS-PACIFIC SERVICE

Freight and Passengers  
Fare to Europe from U.S.G. \$620.50 First Class throughout.

AMERICA'S STEAMERS  
SAN FRANCISCO VIA SHANGHAI, KORE, YOKOHAMA AND HONOLULU

LEAVE HONGKONG ARRIVE SAN FRANCISCO

S.S. "PRESIDENT WILSON" ... May 28th ... June 16th

S.S. "PRESIDENT LINCOLN" ... June 1st ... June 21st

S.S. "PRESIDENT CLEVELAND" ... June 5th ... June 25th

## HONGKONG-CALCUTTA SERVICE

Freight only.  
CALCUTTA VIA SINGAPORE, PENANG AND RANGOON

S.S. "LAKE PAUL" ... May 27th, Noon

## HONGKONG, MANILA-HONOLULU-SAN FRANCISCO SERVICE

Freight and Passengers  
Sails from Hongkong, Sails from Manila, Arrives San Francisco.

S.S. "PRESIDENT HAYES" ... June 2nd ... June 27th

S.S. "PRESIDENT HARRISON" ... June 10th ... July 2nd

S.S. "PRESIDENT HAYES" ... Aug. 4th ... Aug. 29th

S.S. "PRESIDENT HARRISON" ... Sept. 1st ... Sept. 26th

For full information regarding rates, space, etc., apply to—  
PACIFIC MAIL S.S. CO.  
Telephone 141. Cable Address: "SOLANO." Union Building, Hongkong.  
Agents at Canton: REES & CO.

## KERR STEAMSHIP CO., INC.

SERVICE TO NEW YORK, VIA PANAMA CANAL

For MANILA AND NEW YORK,  
S.S. "GRANDE GAARD" ... sailing on or about the 30th May.

For Freight and further particulars, apply to  
SHEWAN, TOMES & CO.,  
Agents.

676]

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Sailing (Subject to Alteration)

Steamer ... Sydney & Melbourne via Forts ... Lv. Hongkong for Australia

"TAIYUAN" ... 27th May.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. Reduced Fare. Cargo booked through to all Australian, New Zealand & Trans-Pacific Ports.

For Freight and passage apply to—  
BUTTERFIELD & SWIRE  
(JOHN SWIRE & SONS, Ltd.) Agents.

Telephone No. 35

## SIAMESE STEAMSHIP CO., LTD.

SAILINGS FROM HONGKONG

FOR STEAMER TO SAIL

BANGKOK ... "THONG SAMUD" ... 24th May, 4 p.m.

BANGKOK ... "KIAN SAMUD" ... 27th May, 4 p.m.

For further particulars apply to—  
Messrs. BUTTERFIELD & SWIRE  
(JOHN SWIRE & SONS, Ltd.) Agents.

TELEPHONE 36.



## POST OFFICE NOTICE

## INWARD MAILS.

From	Per	Due
SHANGHAI	Shanghai	24th inst.
Sumatra via Suez (Letters only, London 27th April.)	Shanghai	24th inst.
SAYOON	Sayoon	25th inst.
Sumatra via Suez (Letters only, London 27th April.)	Sayoon	25th inst.
JAPAN	Kanikura Maru	25th inst.
CALCUTTA & STRAITS	Anglo Maru	25th inst.

## OUTWARD MAILS.

For	Per	Date
Batavia, Samarang and Sourabaya	Oberon Maru	Wednesday, 24th, 9.00 A.M.
Iloilo	West Ind	Wednesday, 24th, 9.00 A.M.
Swatow	Hupei	Wednesday, 24th, 9.00 A.M.
Straits and Egypt	Lycaon	Wednesday, 24th, 9.00 A.M.
Bangkok	Thong Samud	Wednesday, 24th, 9.00 A.M.
Philippines (Manila, Cebu, Zamboanga, Iloilo, San Francisco, Salina, Oahu, Hawaii, etc.)	Seijo Maru	Wednesday, 24th, 9.00 A.M.
Europe via MANSEILLES	Cerf	Wednesday, 24th, 10.00 A.M.
Haiti and Haiphong	Takung	Thursday, 25th, 8.30 A.M.
Straits, Ceylon, Mauritius, L. Marques, South Africa, India via Suez	Suez Maru	Thursday, 25th, 8.45 A.M.
Europe via MANSEILLES	Letters	9.30 A.M.
Keelung	Albion Maru	Thursday, 25th, 11.00 A.M.
Straits and Calcutta	Keelung	Thursday, 25th, 2.00 P.M.
Amoy	Stochus	Thursday, 25th, 3.00 P.M.
Bangkok via Swatow	Amoy	Thursday, 25th, 3.30 P.M.
Swatow	Amoy	Thursday, 25th, 3.30 P.M.
Keelung	Amoy	Friday, 26th, 8.30 A.M.
Pakhoi and Haiphong	Amoy	Friday, 26th, 9.00 A.M.
Shanghai	Amoy	Friday, 26th, 10.00 A.M.
Hongkong	Amoy	Friday, 26th, 10.30 A.M.
Europe via MANSEILLES	Amoy	Friday, 26th, 10.30 A.M.
Amoy and Fuzhou	Amoy	Friday, 26th, Noon

\*Correspondence bearing vessel's name only.

## THE BLUE FUNNEL LINE

### REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

#### LONDON SERVICE

(DIRECT)

"LYCAON" To-day London, Amsterdam & Antwerp.  
 "KT. OF THE GARTER" 1st JUNE. London & Hamburg.  
 "HELENUS" 6th JUNE. London, Rotterdam & Hamburg.  
 "EURYOJHUS" 13th JUNE. London, Amsterdam & Antwerp.

#### LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).

"EURYDAMAS" 2nd JUNE. Havre & Liverpool.  
 "YANGTZE" 20th JUNE. Genoa, Marseilles, Liverpool & Glasgow.  
 "PHEMIUS" 2nd JULY. Marseilles, Havre & Liverpool.

#### PACIFIC SERVICE

(VIA KOBE AND YOKOHAMA).

"IXION" 30th MAY. Victoria, Seattle & Vancouver.  
 "TALTHYBIUS" 20th JUNE.

#### NEW YORK SERVICE

(VIA SUEZ OR PANAMA).

"DEUCALION" 5th JUNE via Suez.  
 "ALCINOUS" 15th JUNE via Suez.

#### PASSENGER SERVICE

"PYRRHUS" 21st JUNE for Shanghai.  
 "PYRRHUS" 18th JULY for Singapore & London.  
 "MENTOR" 15th AUG. for Singapore & London.  
 FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO  
**BUTTERFIELD & SWIRE**  
 (JOHN SWIRE & SONS, LTD.),  
 AGENTS.

## ASIA BANKING CORPORATION

(AN AMERICAN BANK FOR TRADE WITH THE FAR EAST.)

Owned by a group of American Banks and under the control of the New York State Banking Department and the Federal Reserve Bank.  
 Complete banking facilities incident to foreign trade.  
 Travellers Checks of the American Bankers' Association at the Guaranty Trust Company of New York, negotiable throughout the world, for Sale and Encashment with us.

HEAD OFFICE: NEW YORK  
 Head Office for the Orient:  
 SHANGHAI  
 BRANCHES:  
 CANTON HANKOW PEKING TIENTSIN MANILA SINGAPORE

D. M. BIGGAR, Manager.

FOR EUROPE AND AMERICA  
 India, Australia, etc.

A Comprehensive and Complete Record  
 of the

NEWS OF THE FAR EAST  
 Is given in the

**HONGKONG WEEKLY PRESS**

with which is incorporated

THE CHINA OVERLAND TRADE REPORT.  
 Subscription, paid in advance, \$12 per annum. Including postage to any part of the world, \$14.

## THE CHINA SPINNING BANK, LTD.

HEAD OFFICE

St. George's Building, Hongkong.  
 Chairman of Board of Directors  
 Mr. WONG SHU HAM.

Chief Manager... Mr. L. S. HOLM.  
 Asst. Manager... Mr. K. T. WONG.  
 Hongkong Manager... Mr. L. P. ALLEN.

Foreign exchange and General Banking  
 business transacted.

Current, Savings, and Fixed Deposits  
 interests at rates of 2 per cent, 4 per cent, and 6 per cent, per annum, respectively.

L. S. HOLM

Hongkong, October 2nd, 1920.

## COMMERCIAL.

## OPENING QUOTATIONS.

On London	23rd May, 1922.
Telegraphic Transfer	1/7 1/2
Bank Bill, on demand	1/7 1/2
Bank Bill, at 30 days sight	1/7 1/2
Bank Bill, at 4 months sight	1/7 1/2
Credits, at 4 months sight	1/7 1/2
Documentary Bills, 4 months sight	1/7 1/2
On Paris	1/7 1/2
Bank Bill, on demand	63 1/2
Credits, 4 months sight	71 1/2
On New York	1/7 1/2
Bank Bill, on demand	63 1/2
Credits, at 60 days sight	63 1/2
On Bombay	1/7 1/2
Telegraphic Transfer	1/7 1/2
Bank Bill, on demand	1/7 1/2
On Calcutta	1/7 1/2
Telegraphic Transfer	1/7 1/2
Bank Bill, on demand	1/7 1/2
On Shanghai	1/7 1/2
Bank Bill, at sight	1/7 1/2
Private, 30 days sight	1/7 1/2
On Yokohama	1/7 1/2
On Manila	1/7 1/2
On Singapore	1/7 1/2
On Batavia	1/7 1/2
On Haiphong	1/7 1/2
On Saigon	1/7 1/2
On Bangkok	1/7 1/2
Overseas, Bank's Buying rate	7.40 n
GOLD LEAF 100 fine per tael	42.80
SILVER 100 fine per oz.	37 1/2

Hongkong	10 cent piece	80.83 Premium.
Hongkong	20	2.00 Discount.
Canton	20	18.15
Canton	10	6.00

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office, Hongkong.

Paid-up Capital	\$20,000,000
Reserve Funds	\$2,500,000
Sterling	\$4,500,000
Silver	\$3,500,000
Reserve Liability of Proprietors	\$30,000,000

## Court of Directors:

G. M. DODD, Esq., Chairman.  
 Hon. Mr. A. O. Lang, Deputy Chairman.  
 D. G. M. Bernard, Esq., Hon. Mr. E. V. D. Farr.  
 A. M. Bowness, Esq., W. L. Patterson, Esq.,  
 G. T. M. Edwards, Esq., H. P. White, Esq.,  
 P. H. Holyoak, Esq.

## Chief Manager:

A. G. STEPHEN, Esq.

Manager: Shanghai—G. H. STUTT, Esq.

## LONDON BANKERS:

LONDON COUNTY WESTMINSTER &  
 PARK'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.  
 Hongkong, March 2nd, 1922. [3]

## HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.  
 INTEREST on deposits allowed on the Minimum Monthly Balances at 3 1/2 per cent per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION.  
 A. H. BARLOW,  
 Acting Chief Manager.  
 Hongkong, December 29th, 1920. [9]

## CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1855  
 HEAD OFFICE—LONDON.

Paid-up Capital	\$3,000,000
Reserve Fund	\$3,700,000
Reserve Liability of Proprietors	\$3,000,000

FOREIGN EXCHANGE and General Banking business transacted.  
 CURRENT ACCOUNTS opened, and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. BUCKATT, Manager.

Hongkong, March 30th, 1921. [49]

## NEDERLANDSCHE HANDEN MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

Established 1834.

A Capital	F. 100,000,000	\$3,333,333
Paid-up Capital	F. 80,000,000	\$2,666,666
Reserve Fund	F. 18,979,240	\$1,681,664
Special Reserve	F. 40,160,000	\$3,344,444

Head Office—Amsterdam.  
 Branches at:  
 The Hague—Rotterdam.  
 Head Agency—Batavia.

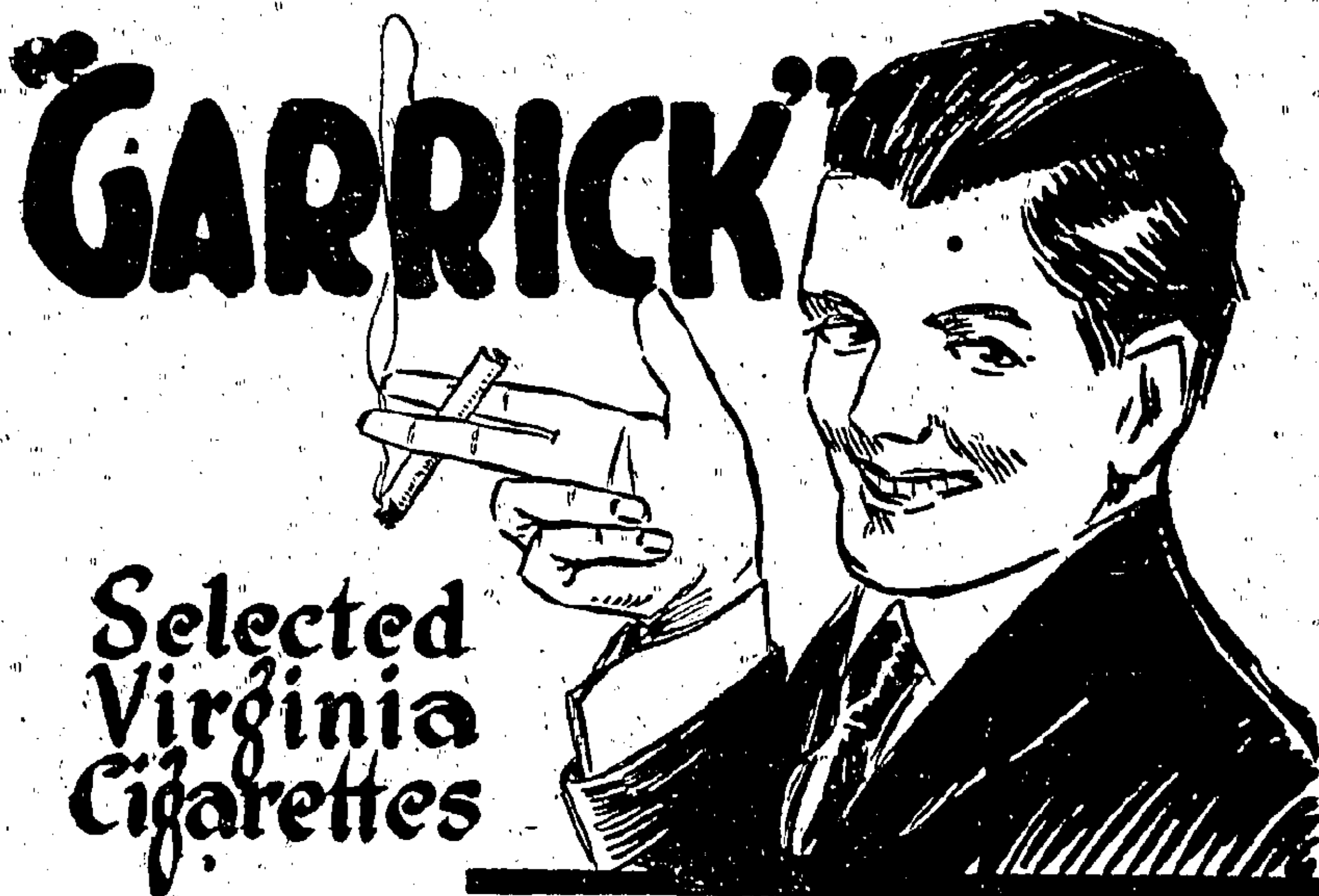
## BRANCHES:

Batavia	Singapore
Bombay	Sourabaya
Calcutta	Tientsin (Sole)
Canton	Tientsin (Sole)
Cebu	Tientsin (Sole)
Hankow	Tientsin (Sole)
Harbin	Tientsin (Sole)
London	Tientsin (Sole)
Manila	Tientsin (Sole)
Peking	Tientsin (Sole)
Shanghai	Tientsin (Sole)
Sourabaya	Tientsin (Sole)
Tientsin	Tientsin (Sole)
Yokohama	Tientsin (Sole)

Correspondence at Colombo, Madras, Pondicherry, Rangoon, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.  
 The Bank is the National Provincial, and Union Bank of England, Limited.  
 The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.

W. H. GROSKAMP

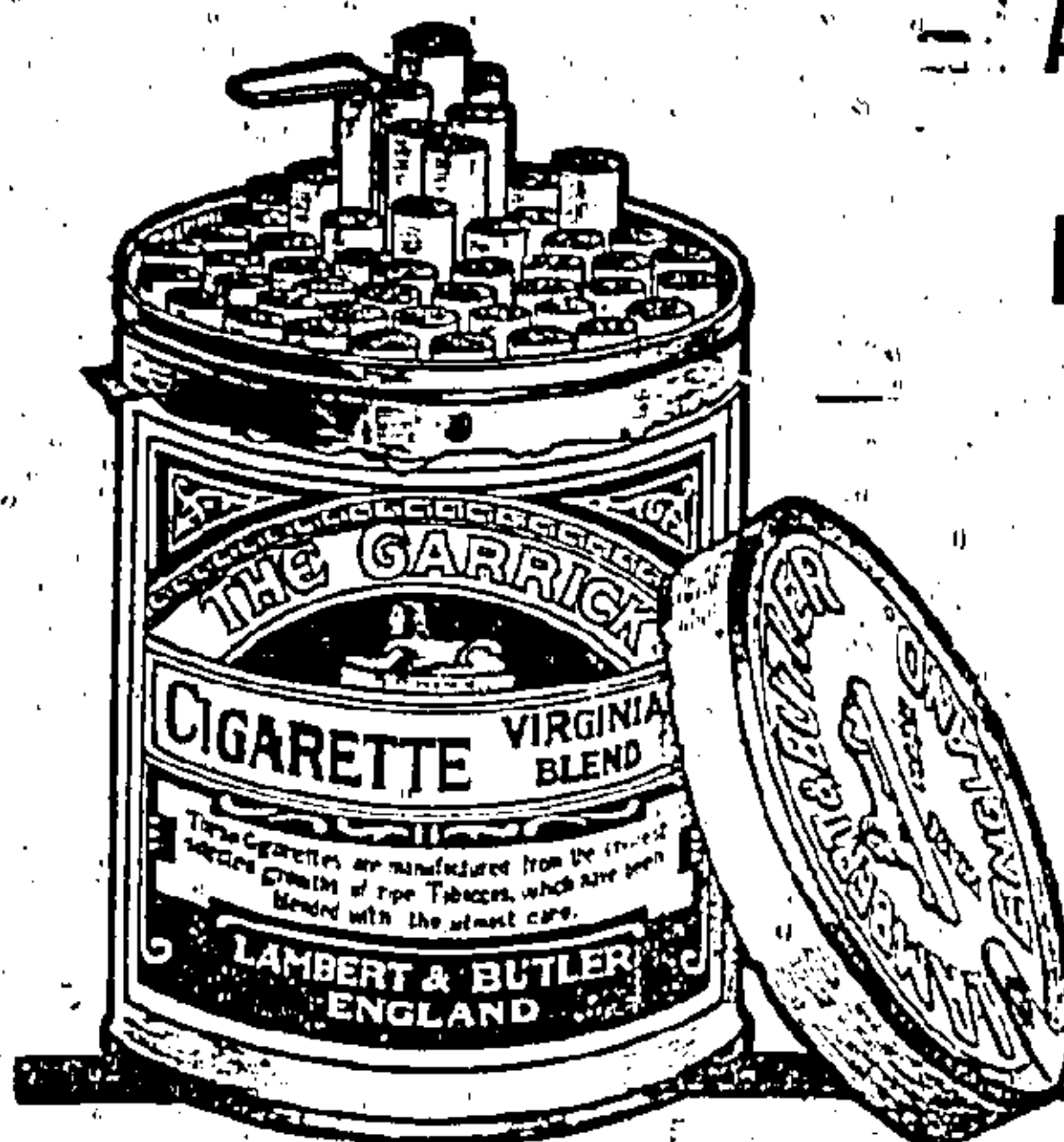
Manager.  
 Hongkong, September 24th, 1921.



Selected  
 Virginia  
 Cigarettes

A FRESH SHIPMENT  
 HAS JUST ARRIVED.

Sold by all Tobacconists.



This advertisement is issued by British American Tobacco Co. (China), Ltd.

## THE MERCANTILE BANK OF INDIA, Limited.

Head Office:

15, Gracechurch Street, London, E.C. 3.

Authorized Capital	£20,000,000
Subscribed Capital	£1,500,000
Paid-up Capital	£1,000,000
Reserve Fund	£1,157,000

## BANKERS

THE LONDON JOINT CITY &amp; MIDLAND BANK, LTD.

## BRANCHES:

Bombay Hongkong Kuala Lumpur Rangoon  
 Calcutta Madras Shanghai  
 Colombo Hong Kong New York Singapore  
 Delhi Karachi Penang  
 Galle Koda Bharu Port Louis (Mauritius).

## HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 3 per cent per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

## N. C. WILSON,

Acting Manager.

7, Queen's Road Central, Hongkong, January 17th, 1922. [43]

## THE CHINESE MERCHANTS BANK, LTD.

司公限有行銀商華

HEAD OFFICE

Alexandra Building, Causeway Road.

GENERAL Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU

Chief Manager.

## THE BANK OF CHINA.

行銀國中

Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.

Authorized Capital ... \$40,000,000.00

Paid-up Capital ... \$2,379,800.00

Reserve Fund ... \$5,807,678.00

## HEAD OFFICE—PEKING.

HONGKONG BRANCH:—4, Queen's Road Central, Hongkong, and its branches all over China, and correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York, New York Bankers:—The Irving National Bank.

The Equitable Trust Company New York.

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

THUYEN PHU

Manager.  
 Hong kong, September 24th, 1921.

## THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:

No. 10 Des Voeux Road, C. HONGKONG.

Established 1919.

Authorized Capital ... \$10,000,000.00

Paid-up Capital ... 5,000,000.00

Reserve Fund ... 200,000.00

## DIRECTORS:

Mr. Fung Wai Tsin, Chairman,  
 Hon. Mr. Chow Shun Son, Mr. Kan Ying Po,  
 Mr. Li Koon Chun, Mr. Mok Ching Kung,  
 Mr. Fung Ping Shan, Mr. Wong Yui Tung,  
 Mr. P. K. Kwok, Mr. Chan Ching Shok,  
 Mr. Kan Chin Nam, Mr. Ng Chang Lok,  
 Mr. Huynh Tai.

Chief Manager ... Mr. Kan Ion Po.

Asst. Manager ... Mr. L. T. Fong.

## BRANCHES &amp; AGENCIES:

LONDON NEW YORK

PARIS SAN FRANCISCO

SHANGHAI YOKOHAMA

Kobe SAIGON

NAGASAKI PENANG

SINGAPORE HANKOW

TIENTSIN BATAVIA

MANILA SOURABAYA

SAMARANG BOMBAY

CALCUTTA CANTON

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Accounts at the rate of 2 per cent per annum.

On Fixed Deposits at the following rates:—

For 3 months at the rate of 3 per cent per annum.

For 6 months at the rate of 4 per cent per annum.

For 12 months at the rate of 5 per cent per annum.

## KAN TONG PO,

Chief Manager.

Hongkong, March 8th 1922. [73]

## THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) ... Yen 100,000,000

Reserve Fund ... Yen 61,000,000

## HEAD OFFICE YOKOHAMA.

Branches and Agencies at:

Batavia Kobe Sourabaya

Bombay London Rangoon

Buenos Ayres Lyons San Francisco

Calcutta Manila Seattle

Canton Hongkong Shanghai

Dairen (Dalny) Nagasaki

Fukien Newchwang Sydney

Hankow Osaka Yokohama

Hankow Peking Tientsin

Hankow Rangoon Tientsin

Hankow Shanghai Yokohama

Hankow Yokohama Yokohama

Hankow Yokohama Yokohama

Hankow Yokohama Yokohama

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